

General Disclaimer

One or more of the Following Statements may affect this Document

- This document has been reproduced from the best copy furnished by the organizational source. It is being released in the interest of making available as much information as possible.
- This document may contain data, which exceeds the sheet parameters. It was furnished in this condition by the organizational source and is the best copy available.
- This document may contain tone-on-tone or color graphs, charts and/or pictures, which have been reproduced in black and white.
- This document is paginated as submitted by the original source.
- Portions of this document are not fully legible due to the historical nature of some of the material. However, it is the best reproduction available from the original submission.

(NASA-CR-144870) F-15 INLET/ENGINE TEST
TECHNIQUES AND DISTORTION METHODOLOGIES
STUDIES. VOLUME 5: EFFECT OF FILTER CUTOFF
FREQUENCY ON TURBULENCE PLOTS Final Report
(McDonnell Aircraft Co.) 103 p HC A06/MF

N78-30127

Unclas
30404

G3/07

F-15 Inlet/Engine Test Techniques
and Distortion Methodologies Studies

Volume V - Effect of Filter Cutoff
Frequency on Turbulence Plots

Contract Number NAS4-2364



F-15 Inlet/Engine Test Techniques and Distortion Methodologies Studies

Volume V - Effect of Filter Cutoff Frequency on Turbulence Plots

C.H. Stevens
E.D. Spong
M.S. Hammock

McDonnell Douglas Corporation
McDonnell Aircraft Company
St. Louis, Missouri

Prepared for
Dryden Flight Research Center
under Contract NAS4-2364



National Aeronautics
and Space Administration

June 1978

FOREWORD

This report was prepared by the McDonnell Aircraft Company (MCAIR), a division of the McDonnell Douglas Corporation, St. Louis, Missouri for the National Aeronautics and Space Administration, Dryden Flight Research Center, Edwards, California. The study was performed under NASA Contract NAS4-2364, "F-15 Inlet/Engine Test Techniques and Distortion Methodologies Study." The work was performed from March 1977 through February 1978 with Mr. Jack Nugent (NASA/Dryden) as Program Monitor and Mr. Harvey Neumann (NASA/Lewis) as Technical Monitor. Special acknowledgement is due Mr. T. Putnam (NASA/Dryden) for his constructive criticisms and suggestions.

The effort at McDonnell Aircraft Company was conducted under the technical leadership of the Engineering Technology Division. In addition to the authors listed on the cover, other MCAIR personnel that made significant contributions to this program were Mr. Edward Smith, Mr. Lee Weltmer and Mr. Mark Sawyer. Special acknowledgement is due Mr. Hershel Sams for his reviews and suggestions.

Significant subcontract support was provided by Mr. Wayne Walter and Mr. Lew Hayward of Pratt & Whitney Aircraft (P&WA), Government Products Division, under the direction of Mr. Frank Thompson.

This report consists of nine volumes. Technical discussions of the program, results and Appendices A and B are presented in Volume I (NASA CR 144866). Appendices C through J are presented in Volume II through IX (NASA CR 144867-144874) which present the distortion analysis plots and the associated statistical functions used for the analyses.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
SUMMARY	1
APPENDIX F - EFFECT OF FILTER CUTOFF FREQUENCY ON DERIVED TURBULENCE .	3
SUMMARY OF HIGH RESPONSE PROBES INVESTIGATED FOR THE EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE	4
DATA MATRIX TABLE	5
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE PLOTS	8

LIST OF ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
F-1	Effect of Filter Cutoff Frequency on Turbulence for $M_o=.6$, $\alpha=-18$, $\beta=10$, $WAT2=97.2\%$	8
F-2	Effect of Filter Cutoff Frequency on Turbulence for $M_o=.6$, $\alpha=-10$, $\beta=10$, $WAT2=90.2\%$	10
F-3	Effect of Filter Cutoff Frequency on Turbulence for $M_o=.69$, $\alpha=-8.5$, $\beta=10.5$, $WAT2=101.2\%$	12
F-4	Effect of Filter Cutoff Frequency on Turbulence for $M_o=.9$, $\alpha=-10$, $\beta=10$, $WAT2=70.2\%$	14
F-5	Effect of Filter Cutoff Frequency on Turbulence for $M_o=.9$, $\alpha=-10$, $\beta=10$, $WAT2=106.3\%$	16
F-6	Effect of Filter Cutoff Frequency on Turbulence for $M_o=.94$, $\alpha=-8.9$, $\beta=10.2$, $WAT2=107.1\%$	18
F-7	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.6$, $\alpha=-4$, $\beta=0$, $WAT2=87.3\%$	20
F-8	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.6$, $\alpha=-4$, $\beta=0$, $WAT2=96.9\%$	22
F-9	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.57$, $\alpha=-3.6$, $\beta=.6$, $WAT2=89.3\%$	24
F-10	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.8$, $\alpha=-2$, $\beta=0$, $WAT2=80.5\%$	26
F-11	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.8$, $\alpha=-2$, $\beta=0$, $WAT2=91.0\%$	28
F-12	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.76$, $\alpha=-2.6$, $\beta=.5$, $WAT2=80.7\%$	30
F-13	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.8$, $\alpha=-2$, $\beta=0$, $WAT2=75.1\%$	32
F-14	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.8$, $\alpha=-2$, $\beta=0$, $WAT2=82.2\%$	34
F-15	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.8$, $\alpha=-2$, $\beta=0$, $WAT2=85.4\%$	36
F-16	Effect of Filter Cutoff Frequency on Turbulence for $M_o=1.8$, $\alpha=-2$, $\beta=0$, $WAT2=80.6\%$	38

LIST OF ILLUSTRATIONS
(Continued)

<u>Figure</u>		<u>Page</u>
F-17	Effect of Filter Cutoff Frequency on Turbulence for $M_0=1.8$, $\alpha=-2$, $\beta=0$, WAT2=79.8%	40
F-18	Effect of Filter Cutoff Frequency on Turbulence for $M_0=1.81$, $\alpha=-2.3$, $\beta=.2$, WAT2=78.9%	42
F-19	Effect of Filter Cutoff Frequency on Turbulence for $M_0=1.8$, $\alpha=4$, $\beta=0$, WAT2=79.9%	44
F-20	Effect of Filter Cutoff Frequency on Turbulence for $M_0=1.8$, $\alpha=4$, $\beta=0$, WAT2=80.8%	46
F-21	Effect of Filter Cutoff Frequency on Turbulence for $M_0=1.8$, $\alpha=4$, $\beta=0$, WAT2=79.7%	48
F-22	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=-2$, $\beta=0$, WAT2=65.0%	50
F-23	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=-2$, $\beta=0$, WAT2=62.9%	52
F-24	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=-2$, $\beta=0$, WAT2=61.7%	54
F-25	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=-2$, $\beta=0$, WAT2=62.3%	56
F-26	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=-2$, $\beta=0$, WAT2=60.2%	58
F-27	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=-2$, $\beta=0$, WAT2=60.5%	60
F-28	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=0$, $\beta=0$, WAT2=69.3%	62
F-29	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=0$, $\beta=0$, WAT2=75.4%	64
F-30	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=0$, $\beta=0$, WAT2=73.6%	66
F-31	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=0$, $\beta=0$, WAT2=68.3%	68
F-32	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.21$, $\alpha=.1$, $\beta=.2$, WAT2=73.0%	70
F-33	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=4$, $\beta=0$, WAT2=60.7%	72

LIST OF ILLUSTRATIONS
(Concluded)

<u>Figure</u>		<u>Page</u>
F-34	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=4$, $\beta=0$, WAT2=59.2%	74
F-35	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=4$, $\beta=0$, WAT2=58.2%	76
F-36	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=12$, $\beta=0$, WAT2=60.8%	78
F-37	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=11$, $\beta=0$, WAT2=59.0%	80
F-38	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.2$, $\alpha=11$, $\beta=0$, WAT2=59.8%	82
F-39	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.5$, $\alpha=0$, $\beta=0$, WAT2=63.1%	84
F-40	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.5$, $\alpha=0$, $\beta=0$, WAT2=68.2%	86
F-41	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.5$, $\alpha=0$, $\beta=0$, WAT2=62.8%	88
F-42	Effect of Filter Cutoff Frequency on Turbulence for $M_0=2.5$, $\alpha=0$, $\beta=0$, WAT2=68.9%	90

SYMBOLS

	<u>Description</u>	<u>Units</u>
ALPHA	Aircraft angle of attack	degrees
ALT	Altitude	meters (feet)
AVG	Average.	
b, B	Radial Distortion Weighting factor	
BYPASS	Inlet bypass area.	sq. meters (sq. inches)
Beta	Aircraft angle of sideslip	degrees
CIVV	Compressor Inlet (Fan) Variable Vanes . . .	degrees
Deg	Degree	degree
ΔP_{t_2}	Fluctuating component of individual probe pressure at the engine face	
$(\Delta P_{t_2})_{rms}$	Root mean square of fluctuating pressure . .	kPa (PSIA)
DELTA3	Inlet third ramp angle relative to the Inlet Reference Line	degrees
$\Delta P_{t_{2.5H}}$	Fluctuating component of fan exit total pressure/engine stream	kPa (PSIA)
$\Delta P_{t_{2.5C}}$	Fluctuating component of fan exit total pressure/fan stream	kPa (PSIA)
$\frac{\Delta P}{P}, D_2$	Spatial Distortion = $[(P_{t_2})_{max} - (P_{t_2})_{min}] / \bar{P}_{t_2}$	
FLT, FLIGHT	Flight test data notation	
FSCP	Full Scale Cold Pipe (without engine) wind tunnel test data notation	
FSE	Full Scale with Engine wind tunnel test data notation	
HZ	Hertz.	hertz
I.D., IDENT	Identification	
K_{a_2}, KA_2	Fan distortion descriptor = $K_\theta + b K_{ra_2}$. .	
$K_\theta, K\theta$	Circumferential distortion	
K_{ra_2}, KRA_2	Radial distortion.	

SYMBOLS (Continued)

	<u>Description</u>	<u>Units</u>
BKRA2	Radial distortion multiplied by radial distortion weighting factor.	
KC2	High compressor distortion descriptor.	
K9SP	Circumferential distortion descriptor used to calculate the high compressor distortion descriptor.	
kPa	Pressure, Killopascals	Killopascals
M_o	Freestream Mach number	
MACH	Freestream Mach number	
MAX	Maximum.	
MIN	Minimum.	
No.	Number	
P_{t2}	Individual probe engine face steady state pressure	kPa (PSIA)
$\overline{P_{t2}}$	48 probe averaged engine face steady state pressure	kPa (PSIA)
$\overline{P_{t25H}}$	Average high compressor face steady state pressure	kPa (PSIA)
P_{t_o}	Freestream total pressure.	kPa (PSIA)
PT2I	Individual probe time variant engine face pressure	kPa (PSIA)
$\overline{PT2I}, \overline{PI}$	48 probe averaged time variant engine face pressure	kPa (PSIA)
PI/PS	Ratio of time variant to steady state 48 probe averaged engine face pressure	
PSIA	Pressure (Pounds per Square Inch Absolute)	PSIA
Q, q	Dynamic pressure	kPa (PSIA)
Re. No.	Reynolds number	
RHO	Inlet first ramp angle relative to the Inlet Reference Line	degrees
RMS, rms	Root mean square	
Sec	Second	second

SYMBOLS (Continued)

	<u>Description</u>	<u>Units</u>
Series VII	1/6th scale inlet wind tunnel test series data notation.	
Series VIII	1/6th scale inlet wind tunnel test series data notation	
T_{t2}	Engine face total temperature	°K
T_{t25H}	High compressor inlet (or fan exit) total temperature.	°K
T_u	Turbulence	
W_2	Engine/Fan airflow	kg/sec (LB/sec)
W_{AT2}	Corrected fan airflow = $W_2 \sqrt{\theta_{t2}} / \delta_{t2}$	kg/sec (LB/sec)
W_{AT2} Design	Design corrected fan airflow	98.43 kg/sec (217 LB/sec)
W_{AT2} Percent	W_{AT2} divided by W_{AT2} Design x 100	
W_{25H}	High compressor airflow	kg/sec (LB/sec)
W_{AT25H}	Corrected high compressor airflow $W_{25H} \sqrt{\theta_{t25H}} / \delta_{t25H}$	kg/sec (LB/sec)
W_{AT25H} Design	Design corrected high compressor airflow	24.69 kg/sec (54.44 LB/sec)
W_{AT25H} Percent	W_{AT25H} divided by W_{AT25H} Design x 100.	
α	Aircraft angle of attack	degrees
β	Aircraft angle of sideslip	degrees
Λ_3	Inlet third ramp angle relative to the Inlet Reference Line	degrees
δ_{t2}	Corrected average engine face total pressure $\bar{P}_{t2}/101$	
δ_{t25H}	Corrected average engine face total pressure $\bar{P}_{t25H}/101$	
ρ	Inlet first ramp angle relative to the Inlet Reference Line	degrees
σ	Standard deviation of the instantaneous pressure	kPa (PSIA)

SYMBOLS (Concluded)

	<u>Description</u>	<u>Units</u>
$\sigma_{xy}(\tau)$	Covariance of pressure data from probes x and y at lag time τ	kPa (PSIA)
$\sigma_{xy}(\tau=0)$	Covariance of pressure data from probes x and y at lag time $\tau=0$	kPa (PSIA)
θ_{t_2}	Corrected average engine face total temperature $T_{t_2}/288.15$	
$\theta_{t_{25H}}$	Corrected average high compressor face total temperature $T_{t_{25H}}/288.15$	

SUMMARY

Recent emphasis on increased maneuverability requirements for fighter aircraft has necessitated an extensive engineering development effort be directed towards inlet/engine compatibility. Inlet/engine compatibility must be assessed early in the aircraft development program to allow necessary inlet and engine design modifications to be defined and implemented at minimum cost impact. This early assessment of inlet/engine compatibility is determined by engine stability audits computed using inlet distortion levels from subscale inlet model data and engine sensitivities to inlet distortion. Therefore, the accuracy with which subscale inlet model distortion levels predict flight test vehicle distortion levels is a crucial element in assessing inlet/engine compatibility.

The primary goal of this distortion methodologies study was to determine if time variant distortion data taken from a subscale inlet model can predict peak distortion levels for a full scale flight test vehicle. The data base used to accomplish this goal was collected in separate programs by MCAIR and NASA/Dryden. Subscale and full scale wind tunnel data were collected by MCAIR during the F-15 development program, and flight test data were collected by NASA/Dryden during the NASA F-15 inlet/engine compatibility flight test program. This data base has a Mach number range of 0.4 to 2.5 and an angle of attack range from -10 degrees to +12 degrees.

The primary objectives accomplished in meeting the overall program goal were to determine the effects on peak distortion of: (1) Reynolds Number/scale, (2) engine presence and (3) frequency content. In addition, the capability of the P&WA stability audit system to predict engine stalls was evaluated, and the capability of Melick's procedure, Reference (1), to predict peak time variant distortion levels was evaluated. Using the Pratt and Whitney Aircraft distortion descriptor, K_{a2} , the data indicate the following significant results for the F-15/F100 inlet/engine propulsion system.

- o Peak time variant distortion from subscale inlet model wind tunnel tests are representative of full scale flight test distortion.
- o The time variant pressure data of this study are random stationary data, thereby allowing valid statistical analyses to be conducted.
- o The effect of the engine presence on total pressure recovery, peak time variant distortion and turbulence level is small but favorable.
- o The Reynolds number/scale evaluation indicates a general trend of increasing total pressure recovery, decreasing peak time variant fan distortion and decreasing turbulence with increasing Reynolds number/scale.
- o The frequency content evaluation indicates that peak time variant fan distortion and turbulence increase with increasing filter cutoff frequency for all of the data evaluated in this study.
- o The capability of the Pratt & Whitney Aircraft stability audit system to predict engine stalls has been verified for both stall and non-stall flight test conditions.

- o Predictions of peak distortion values using Melick's procedure are accurate to 11.3 percent average error for fourteen data points having nominal turbulence levels and are accurate to 20 percent average error (the maximum error approaches 40 percent) for eight data points having high turbulence levels.

APPENDIX F

EFFECT OF FILTER CUTOFF FREQUENCY ON DERIVED TURBULENCE

Presented herein are the plots of derived turbulence versus filter cut-off frequency for individual probes. The turbulence values for these plots were derived by integrating the power spectral density plots of Appendix D, Volume III.

SUMMARY OF HIGH RESPONSE PROBES INVESTIGATED FOR THE
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE

FIGURE NUMBER	DATA POINT IDENT NO.	*PART-POINT	MODEL SCALE	PROBES ANALYZED			
				MAX TU	AVG TU	MIN TU	OTHER
1	5	164-1	1/6th	L5R2	L8R6	L3R2	L3R3
2	6	164-3	1/6th	L8R3	L7R6	L3R2	L5R3
3	7	421-10	FLT	L5R3	L1R6	L2R4	L8R3
4	17	157-7	1/6th	L5R3	L3R1	L3R2	L4R3
5	18	157-5	1/6th	L6R3	L5R6	L2R2	L3R3
6	19	421-14	FLT	L5R3	L6R5	L2R3	L1R3
7	42	206-9	1/6th	L6R4	L7R6	L4R2	L6R3
8	43	206-5	1/6th	L8R1	L2R4	L4R2	L6R3
9	44	414-2	FLT	L8R1	L2R5	L5R4	L6R3
10	45	15-9	1/6th	L1R3	L6R5	L3R4	L6R3
11	46	15-5	1/6th	L6R2	L2R4	L8R4	L6R3
12	47	415-1	FLT	L8R3	L4R6	L5R1	L7R3
13	48	353-15	FSCP	L8R1	L5R6	L6R4	L2R3
14	49	353-5	FSCP	L8R1	L5R5	L5R3	L8R3
15	50	353-12	FSCP	L7R2	L2R5	L6R4	L8R3
16	51	523-2	FSE	L7R2	L3R4	L5R3	L8R3
17	52	525-4	FSE	L7R2	L4R6	L5R3	L8R3
18	53	416-1	FLT	L8R2	L6R2	L4R2	L1R3
19	54	355-8	FSCP	L7R3	L2R5	L6R4	L8R3
20	55	528-2	FSE	L6R6	L2R5	L7R1	L8R3
21	56	529-4	FSE	L7R4	L2R5	L6R3	L7R3
22	60	249-5	1/6th	L1R5	L8R6	L3R4	L8R3
23	61	249-9	1/6th	L3R5	L4R2	L3R4	L7R3
24	62	385-5	FSCP	L8R1	L2R5	L3R5	L1R3
25	63	385-2	FSCP	L8R1	L7R6	L5R3	L1R3
26	64	542-2	FSE	L8R1	L2R2	L2R4	L8R3
27	65	543-4	FSE	L8R1	L3R1	L2R4	L8R3
28	66	184-7	1/6th	L2R1	L4R6	L3R6	L8R3
29	67	184-5	1/6th	L1R2	L5R5	L3R6	L8R3
30	68	413-9	FSCP	L2R1	L5R5	L6R4	L8R3
31	69	413-12	FSCP	L3R4	L1R1	L6R4	L8R3
32	70	425-1	FLT	L8R3	L6R6	L3R2	L1R3
33	71	382-3	FSCP	L8R1	L4R3	L3R5	L8R3
34	72	545-2	FSE	L8R4	L2R2	L2R4	L8R3
35	73	546-4	FSE	L8R6	L6R2	L2R4	L8R3
36	76	384-2	FSCP	L8R1	L4R6	L3R5	L7R3
37	77	548-3	FSE	L6R2	L8R1	L2R4	L7R3
38	78	549-8	FSE	L7R6	L8R4	L2R4	L7R3
39	79	227-7	1/6th	L2R5	L5R2	L7R6	L5R3
40	80	227-5	1/6th	L2R2	L2R6	L6R6	L7R3
41	81	465-8	FSCP	L4R1	L4R3	L3R5	L8R3
42	82	465-5	FSCP	L2R3	L1R6	L5R3	L8R3

* FOR FLIGHT DATA, THESE ARE FLIGHT-RUN NUMBERS

DATA POINT I.D. NO.	MODEL SCALE	M ₀	α (DEG)	β (DEG)	ρ (DEG)	Δ3 (DEG)	BYPASS*	% WAT2	RE NO. x 10 ⁻⁶	ANALYSIS TIME (SEC)	PART-POINT **
1	FLT	0.4	16.4	-0.8	6.9	27.6	C	104.1	1.44	0.6	422-4
2	FLT	0.59	13.9	0.9	7.0	26.6	C	102.7	2.04	0.6	417-5
3	↓	0.52	10.0	0.7	↓	27.6	↓	107.1	1.33	0.6	417-4
4	↓	0.69	11.5	1.0	↓	26.5	↓	104.2	0.84	0.6	417-2
5	1/6th	0.60	-10.0	10.0	-3.0	10.6	C	97.2	0.43	0.144	164-1
6	1/6th	0.60	-10.0	10.0	-3.0	10.6	C	90.2	0.43	0.144	164-3
7	FLT	0.69	-8.4	10.6	0.6	10.5	C	101.2	1.40	0.88	421-10
8	1/6th	0.60	4.0	0	7.0	10.6	C	76.6	0.43	0.181	112-7
9	1/6th	0.60	4.0	0	7.0	10.6	C	108.6	0.43	0.181	112-5
10	FSE	0.60	4.0	0	5.2	10.0	C	97.7	3.41	1.110	116-2
11	FLT	0.67	4.3	0.7	6.9	11.1	C	94.4	3.58	0.72	424-2
12	↓	0.69	3.4	0.7	6.9	11.1	↓	74.1	3.68	0.76	425-6
13	↓	0.59	4.6	1.2	7.0	11.1	↓	107.9	1.74	0.62	412-2
14	↓	0.60	4.6	0.6	6.9	11.0	↓	76.2	1.66	1.11	424-11
15	FLT	0.85	8.8	-0.5	7.0	27.6	C	104.2	2.21	0.60	417-3
16	FLT	0.92	5.6	0.6	7.0	26.6	C	104.5	1.04	0.60	417-1
17	1/6th	0.90	-10.0	10.0	-3.0	10.6	C	70.2	0.34	0.113	157-7
18	1/6th	0.90	-10.0	10.0	-3.0	10.6	C	106.3	0.34	0.113	157-5
19	FLT	0.94	-8.9	10.2	1.0	10.5	C	107.1	1.6	0.69	421-14
20	FSE	0.90	-4.0	0	-1.0	8.2	C	97.8	3.64	1.990	102-2
21	FLT	0.90	-2.8	-0.2	-1.2	8.7	C	97.5	3.25	1.23	424-10
22	FLT	0.93	-3.3	0	-1.2	8.6	C	104.8	1.17	1.99	425-3
23	1/6th	0.90	4.0	0	7.0	10.6	C	76.8	0.34	0.369	67-9
24	1/6th	0.90	4.0	0	7.0	10.6	C	104.3	0.34	0.369	67-7
25	FSE	0.90	4.0	0	7.3	10.4	C	97.7	3.62	2.260	126-2
26	FLT	0.92	4.6	0.7	6.0	11.0	C	96.2	3.47	0.89	420-9
27	↓	0.91	5.2	0.5	6.9	11.1	↓	99.1	3.28	1.18	422-2
28	↓	0.92	4.2	0.1	7.0	11.0	↓	76.1	2.47	1.34	421-5
29	↓	0.90	4.1	0.5	6.9	11.1	↓	98.6	2.43	1.46	424-9
30	↓	0.90	5.1	0.1	7.0	11.0	↓	105.7	2.42	0.69	421-4
31	↓	0.90	3.5	0.2	7.0	11.0	↓	77.5	1.78	2.26	421-6
32	↓	0.90	5.2	-0.1	7.0	11.0	↓	100.1	1.79	0.70	421-7
33	↓	0.94	4.3	0.2	7.0	11.1	↓	105.6	1.89	1.06	421-8

*C = Closed

OP77-0323-8

**For flight test, these data are flight-run numbers

TABLE F-1
DATA MATRIX

DATA POINT I.D. NO.	MODEL SCALE	M ₀	α (DEG)	β (DEG)	ρ (DEG)	$\Delta\beta$ (DEG)	BYPASS*	% WAT2	RE NO. $\times 10^{-6}$	ANALYSIS TIME (SEC)	PART-POINT **
34	FLT	1.21	1.5	0	6.0	27.6	C	98.3	2.97	0.60	423-4
35	FLT	1.24	3.0	0.8	6.7	27.6	C	96.4	1.52	0.60	423-3
36	1/6th	1.2	10.0	0	7.0	10.6	C	76.6	0.45	0.198	131-7
37	1/6th	1.2	10.0	0	7.0	10.6	C	107.9	0.45	0.198	131-5
38	FLT	1.18	7.7	0.3	7.0	11.0	C	74.0	3.22	1.21	424-12
39		1.2	7.4	-0.1	7.1	11.1		94.4	3.35	1.19	424-13
40		1.17	10.6	0.0	7.0	11.0		103.4	1.40	0.60	421-17
41	FLT	1.54	1.5	0	-1.4	27.0	Auto	95.4	2.17	0.60	424-6
42	1/6th	1.6	-4.0	0	-2.0	13.5	C	87.3	0.21	0.106	206-9
43	1/6th	1.6	-4.0	0	-2.0	13.5	C	96.9	0.21	0.106	206-5
44	FLT	1.57	-3.6	0.7	-2.3	13.7	C	89.3	1.46	0.65	414-2
45	1/6th	1.8	-2.0	0	-3.0	17.4	C	80.5	0.22	0.210	15-9
46	1/6th	1.8	-2.0	0	-3.0	17.4	C	91.0	0.22	0.201	15-5
47	FLT	1.75	-2.6	0.4	-2.2	16.7	C	80.7	1.41	1.23	415-1
48	FSCP	1.8	-2.0	0	-3.0	18.7	C	75.1	1.45	0.680	353-15
49			-2.0		-3.0			82.2	1.45	0.680	353-6
50			-2.0		-3.0			85.4	1.44	0.680	353-12
51	FSE	1.8	-2.0	0	-2.9	18.6	C	80.6	1.46	0.680	523-2
52	FSE	1.8	-2.0	0	-2.9	18.6	C	79.8	1.46	0.680	525-4
53	FLT	1.81	-2.3	0.2	-2.9	18.2	C	78.9	1.53	0.680	416-1
54	FSCP	1.8	4.0	0	2.5	18.7	C	79.9	1.45	2.800	355-8
55	FSE	1.8	4.0	0	2.5	18.7	C	80.8	1.46	2.800	528-2
56	FSE	1.8	4.0	0	2.5	18.7	C	79.7	1.46	2.800	529-4
57	FLT	2.0	2.5	0.2	2.3	20.9	Auto	77.0	1.72	2.800	425-2

*C = Closed

GP78-0123-9

**For flight test, these data are flight-run numbers

TABLE F-1 (Continued)
DATA MATRIX

DATA POINT I.D. NO.	MODEL SCALE	M ₀	α (DEG)	β (DEG)	ρ (DEG)	$\Delta 3$ (DEG)	BYPASS*	% WAT2	RE NO. x 10 ⁻⁶	ANALYSIS TIME (SEC)	PART-POINT **
58	1/6th	2.2	-2.0	0	-4.0	22.5	C	68.6	0.22	0.100	250-7
59	FSCP	2.2	-2.0	0	-4.0	22.5	C	69.2	1.48	0.600	411-6
60	1/6th	2.2	-2.0	0	-4.0	25.0	O	65.0	0.22	0.100	249-5
61	1/6th	2.2	-2.0	0	-4.0	25.0	O	52.9	0.22	0.100	249-9
62	FSCP	2.2	-2.0	0	-4.0	25.0	O	61.7	1.48	0.600	385-5
63	FSCP	2.2	-2.0	0	-4.0	25.0	O	62.3	1.48	0.600	385-2
64	FSE	2.2	-2.0	0	-4.0	24.8	P	60.2	1.27	0.600	542-2
65	FSE	2.2	-2.0	0	-4.0	24.8	P	60.5	1.27	0.600	543-4
66	1/6th	2.2	0	0	-2.0	22.5	C	69.3	0.22	0.106	184-7
67	1/6th	2.2	0	0	-2.0	22.5	C	75.4	0.22	0.106	184-5
68	FSCP	2.2	0	0	-2.0	22.5	C	73.6	1.47	0.650	413-9
69	FSCP	2.2	0	0	-2.0	22.5	C	68.3	1.47	0.650	413-12
70	FLT	2.2	0.1	0.2	-2.2	22.9	C	73.0	2.34	0.650	425-1
71	FSCP	2.2	4.0	0	0.0	25.0	O	60.7	1.48	0.600	382-3
72	FSE	2.2	4.0	0	1.0	25.0	O	59.2	1.28	0.600	545-2
73	FSE	2.2	4.0	0	1.0	25.0	O	58.2	1.27	0.600	546-4
74	1/6th	2.2	12.0	0	6.0	25.0	O	47.3	0.22	0.100	252-9
75	1/6th	2.2	12.0	0	6.0	25.0	O	65.0	0.22	0.100	252-5
76	FSCP	2.2	12.0	0	6.8	25.0	O	60.8	1.48	0.600	384-2
77	FSE	2.2	11.0	0	6.8	24.8	O	59.0	1.28	0.600	548-3
78	FSE	2.2	11.0	0	6.8	24.8	P	59.8	1.27	0.600	549-8
79	1/6th	2.5	0	0	-4.0	26.0	O	63.1	0.21	0.100	227-7
80	1/6th	2.5	0	0	-4.0	26.0	O	68.2	0.21	0.100	227-5
81	FSCP	2.5	0	0	-4.0	26.0	O	62.8	1.28	0.600	465-8
82	FSCP	2.5	0	0	-4.0	26.0	O	68.9	1.28	0.600	465-5

*O = Open, C = Closed, P = Partial

GP78-0323-10

**For flight test, these data are flight-run numbers

TABLE F-1 (Concluded)
DATA MATRIX

SERIES VII - NASA DATA STUDY

DATA PART/POINT 164/1 IDENT. 5 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 22:11:52.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.6	-10	10	-3.0	10.6	0.0	97.2%	-11.7

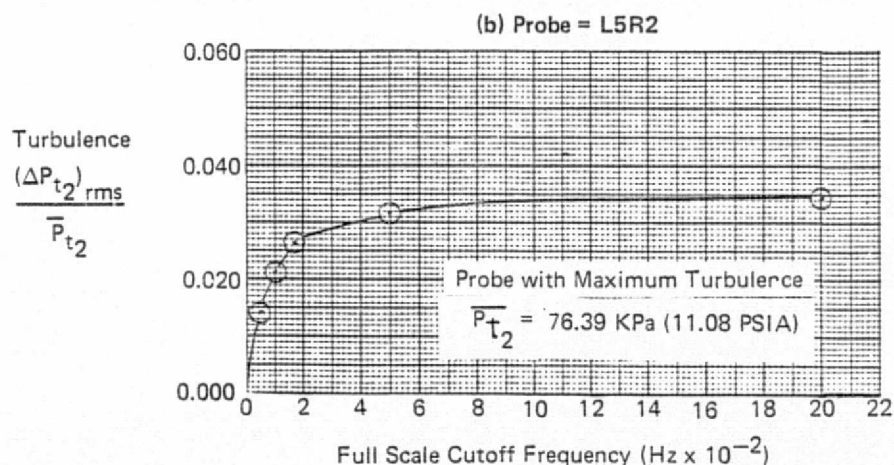
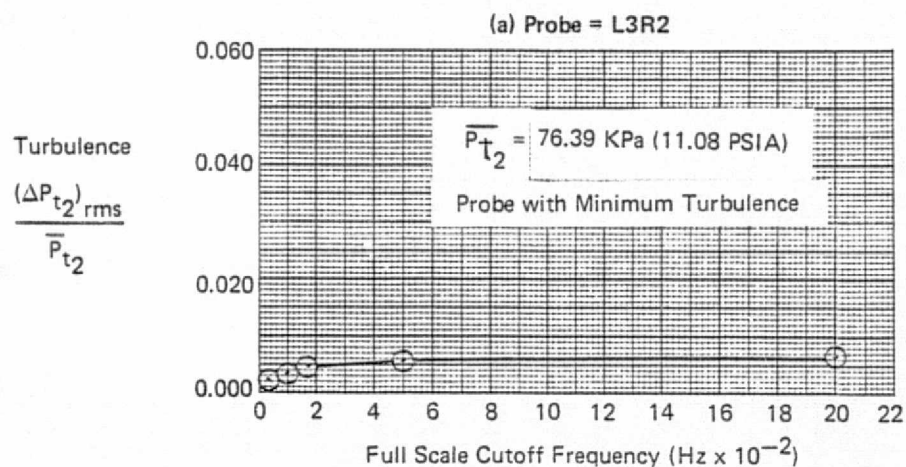


FIGURE F-1
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE
 $M_0 = 0.6$ $\alpha = -10$ $\beta = 10$ WAT2 = 97.2%

ORIGINAL PAGE IS
OF POOR QUALITY

SERIES VII - NASA DATA STUDY

DATA PART/POINT 164/1 IDENT. 5 FREQUENCY RANGE = 6 - 12000 Hz
THE SEGMENT START TIME WAS AT 22:11:52.000
BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.6	-10	10	-3.0	10.6	0.0	97.2%	-11.7

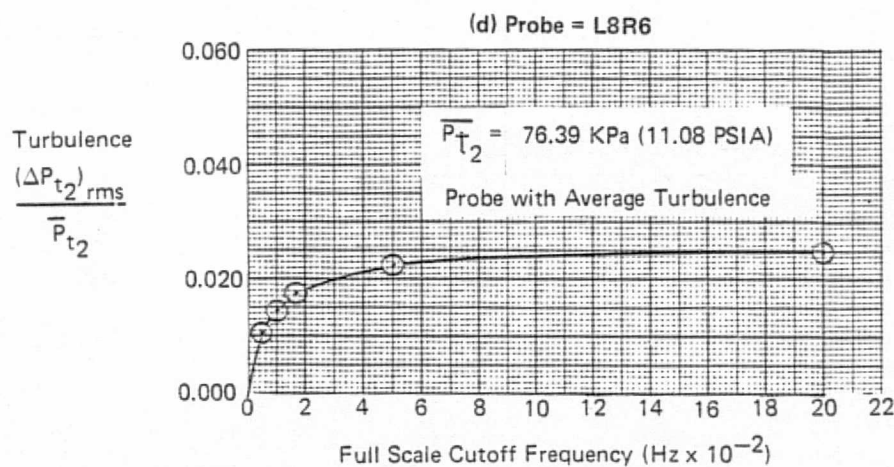
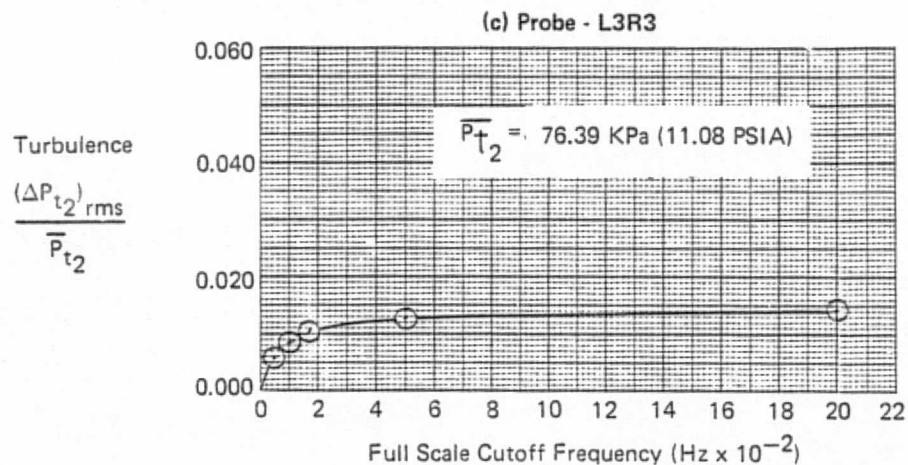


FIGURE F-1 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE
 $M_0 = 0.6$ $\alpha = -10$ $\beta = 10$ $WAT2 = 97.2\%$

SERIES VII - NASA DATA STUDY

DATA PART/POINT 164/3 IDENT. 6 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 22:17.53.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.6	-10	10	-3.0	10.6	0.0	90.2%	-18.6

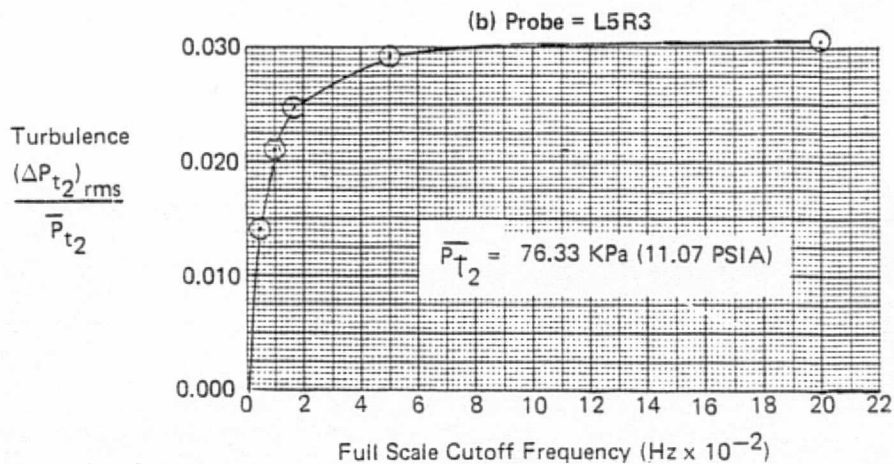
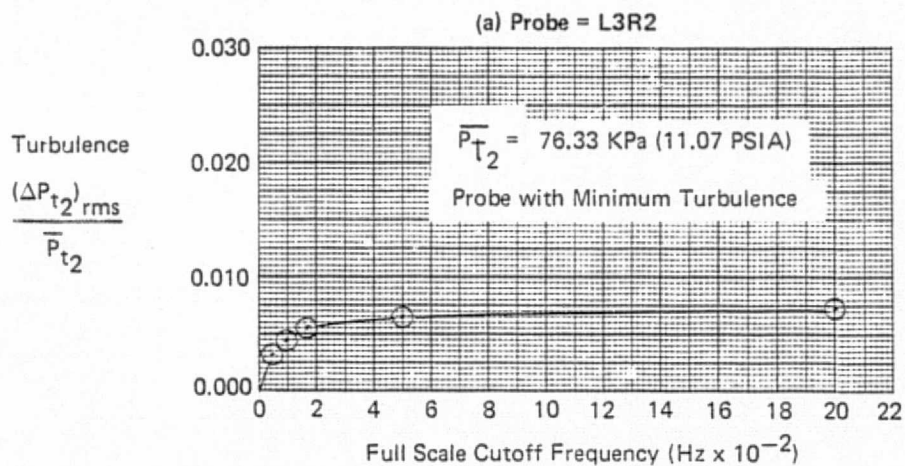


FIGURE F-2
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 0.6$, $\alpha = -10$, $\beta = 10$, $WAT2 = 90.2\%$

SERIES VII - NASA DATA STUDY

DATA PART/POINT 164/3 IDENT. 6 FREQUENCY RANGE = 6-12000 Hz
THE SEGMENT START TIME WAS AT 22:13:53.000
BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.6	-10	10	-3.0	10.6	0.0	90.2%	-18.6

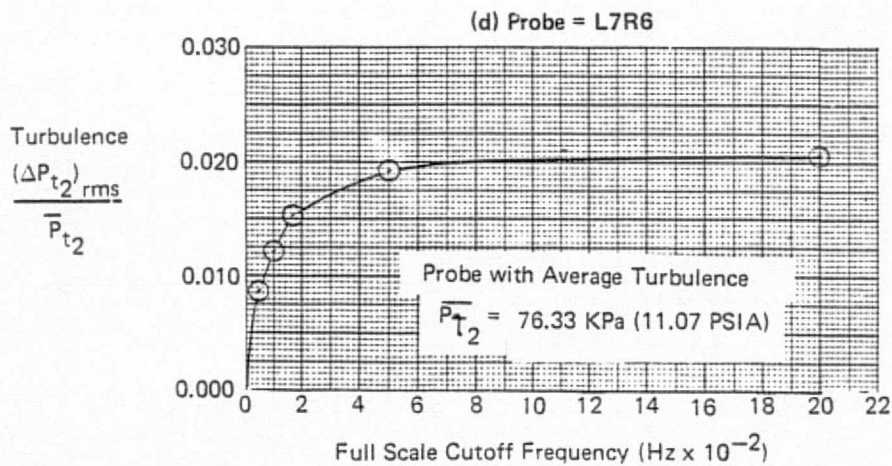
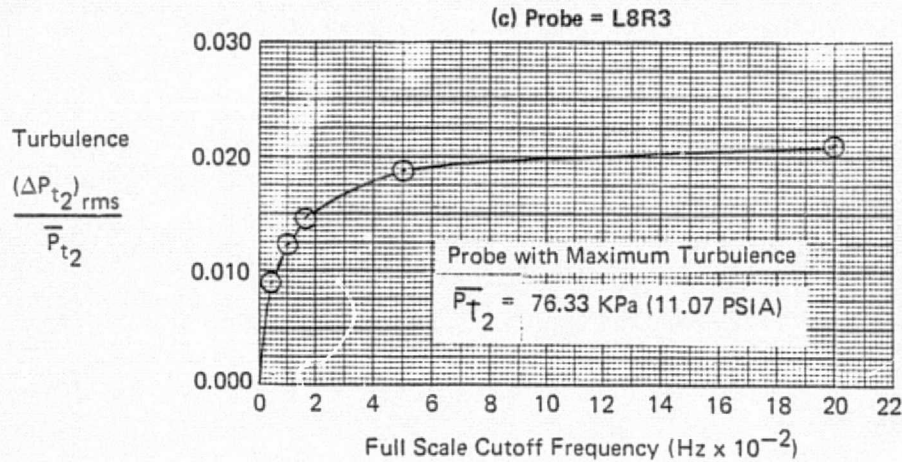


FIGURE F-2 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 0.6$, $\alpha = -10$, $\beta = 10$, $WAT2 = 90.2\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 421/10 IDENT. 7 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 21:09:24.580
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
0.69	-8.5	10.5	12143 (39840)	0.8	10.5	0.0	101.2%	-8.513

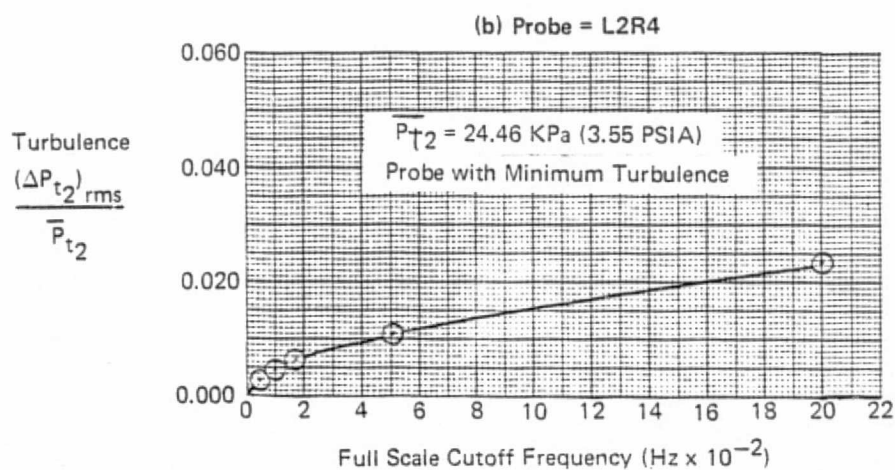
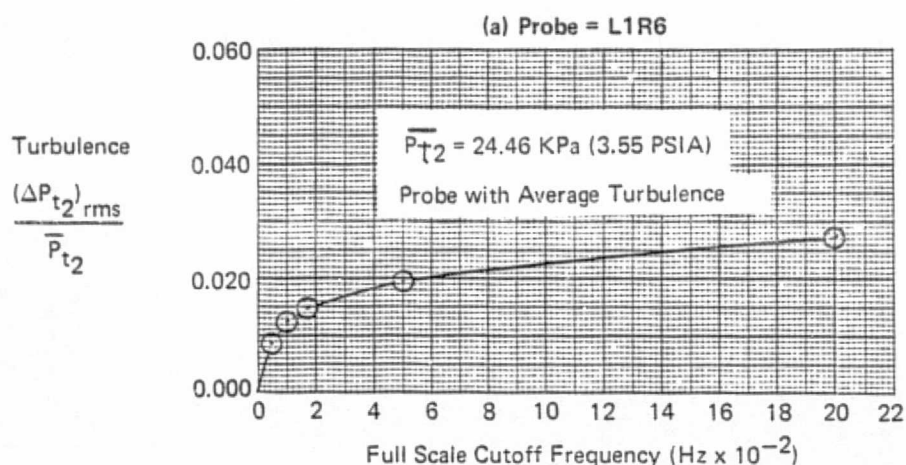


FIGURE F-3
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = .69, \alpha = -8.5, \beta = 10.5 \quad \text{WAT2} = 101.2\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 421/10 IDENT. 7 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 21:09:24.580
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
0.69	-8.5	10.5	12143 (39840)	0.6	10.5	0.0	101.2%	-8.513

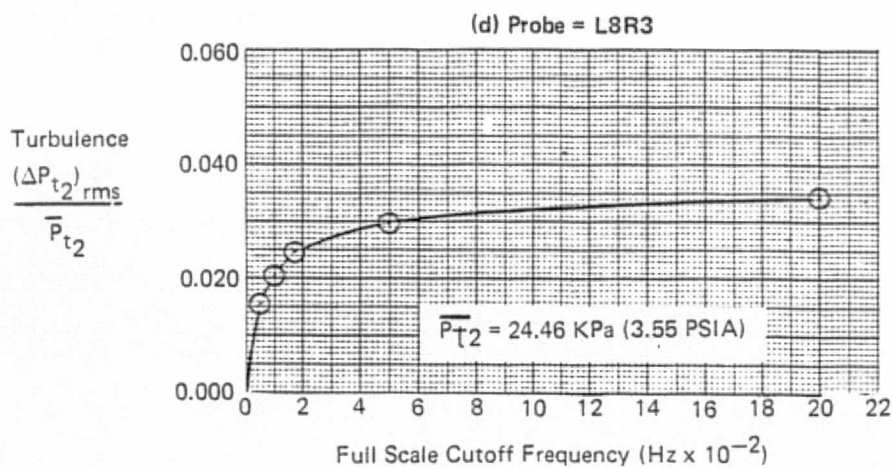
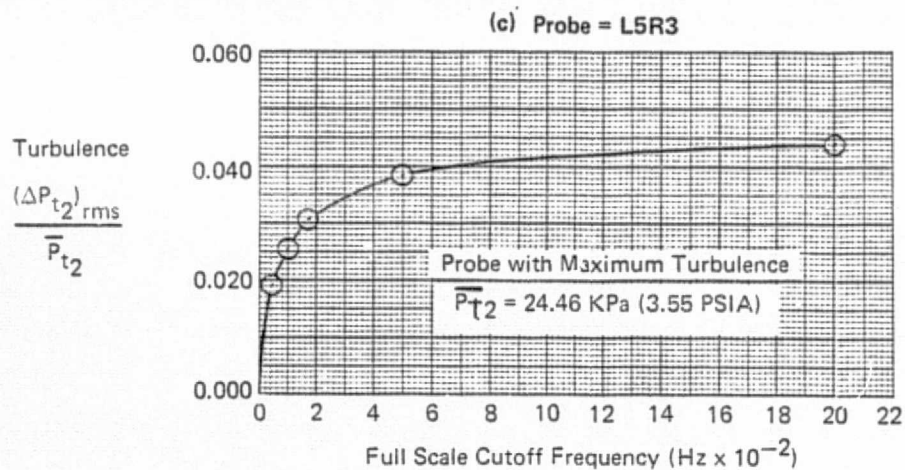


FIGURE F-3 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = .69$, $\alpha = -8.5$, $\beta = 10.5$ WAT2 = 101.2%

SERIES VII - NASA DATA STUDY

DATA PART/POINT 157/7 IDENT. 17 FREQUENCY RANGE = 6-12000 Hz
THE SEGMENT START TIME WAS AT 20:10:56.000
BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.9	-10	10	-3.0	10.6	0.0	70.2%	-25.0

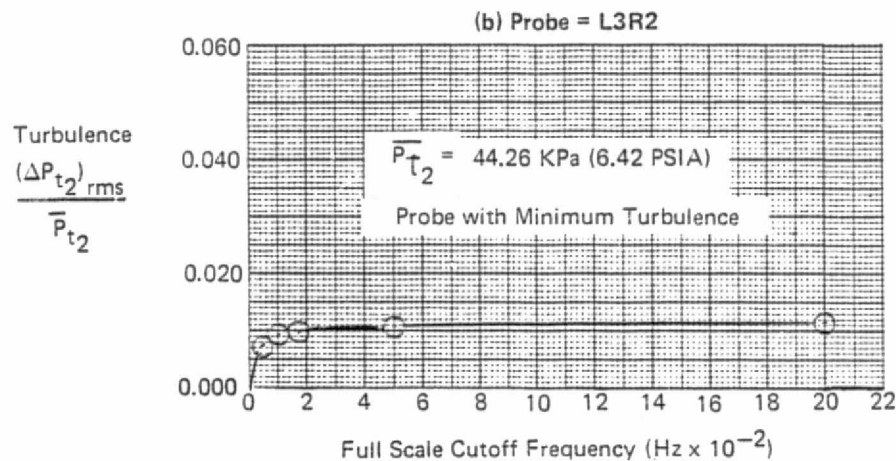
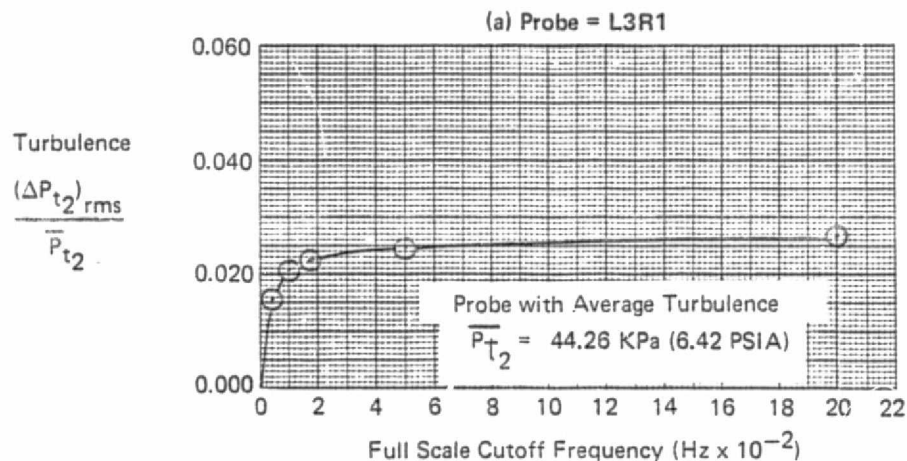


FIGURE F-4
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 0.9$, $\alpha = -10$, $\beta = 10$, $WAT2 = 70.2\%$

SERIES VII - NASA DATA STUDY

DATA PART/POINT 157/7 IDENT. 17 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:10: 56.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.9	-10	10	-3.0	10.6	0.0	70.2%	-25.0

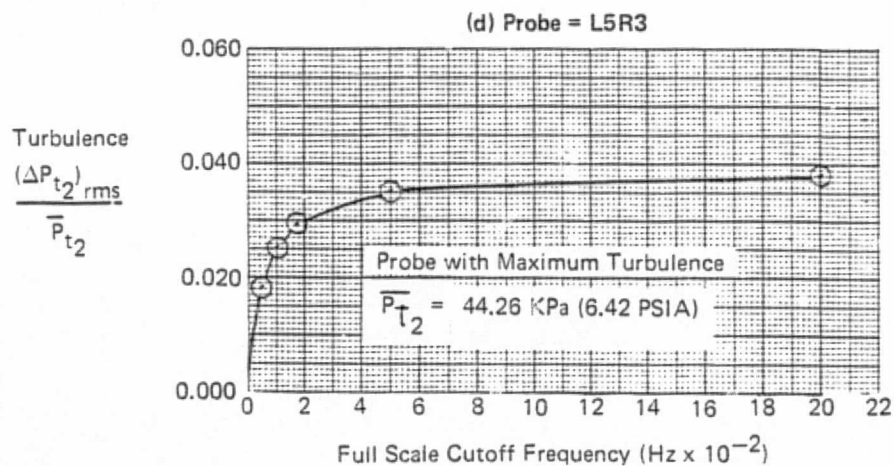
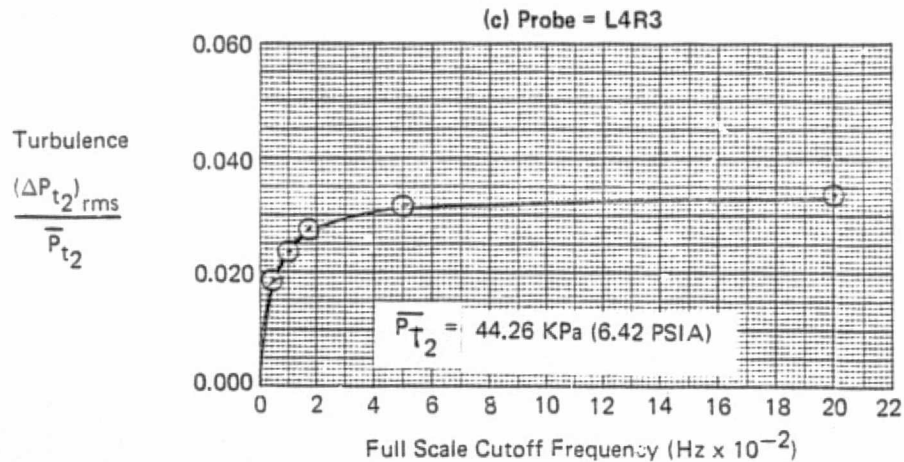


FIGURE F-4 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 0.9$, $\alpha = -10$, $\beta = 10$, $WAT2 = 70.2\%$

SERIES VII - NASA DATA STUDY

DATA PART/POINT 157/5 IDENT. 18 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:08:47.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.9	-10	10	-3.0	10.6	0.0	106.3%	-5.0

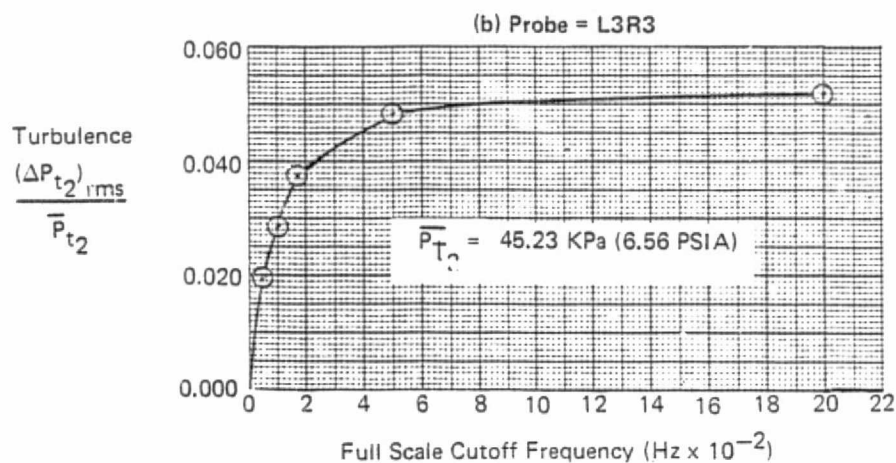
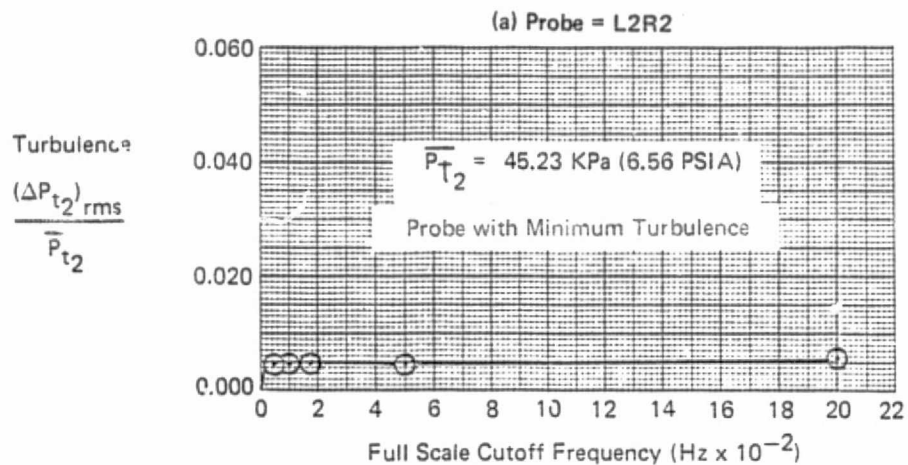


FIGURE F-5
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 0.9$, $\alpha = -10$, $\beta = 10$, $WAT2 = 106.3\%$

SERIES VII - NASA DATA STUDY

DATA PART/POINT 157/5 IDENT. 18 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:08:47.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
0.9	-10	10	-3.0	10.6	0.0	106.3%	-5.0

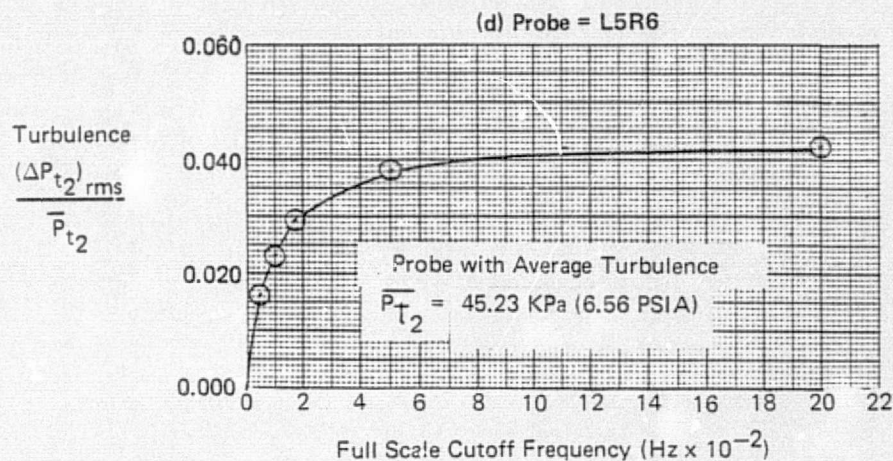
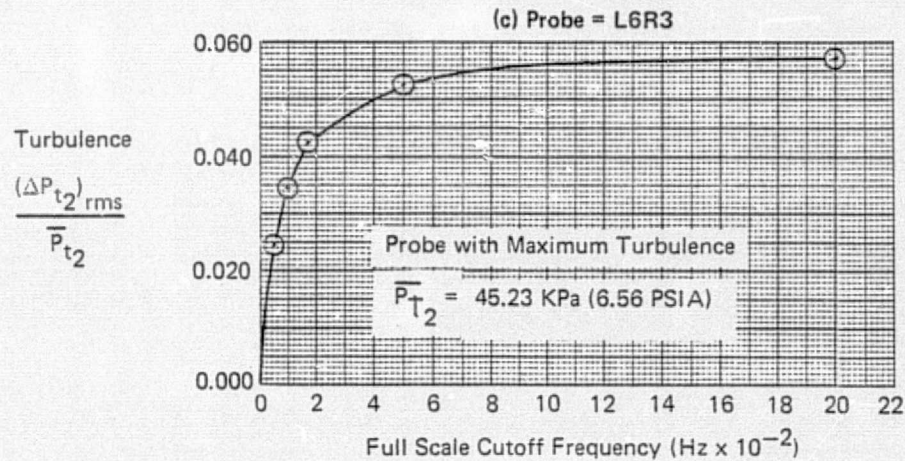


FIGURE F-5 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_o = 0.9$, $\alpha = -10$, $\beta = 10$, WAT2 = 106.3%

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 421/14 IDENT. 19 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 21:16:07.140
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
0.94	-8.9	10.2	13402 (43970)	1.0	10.5	0.0	107.1%	-5.000

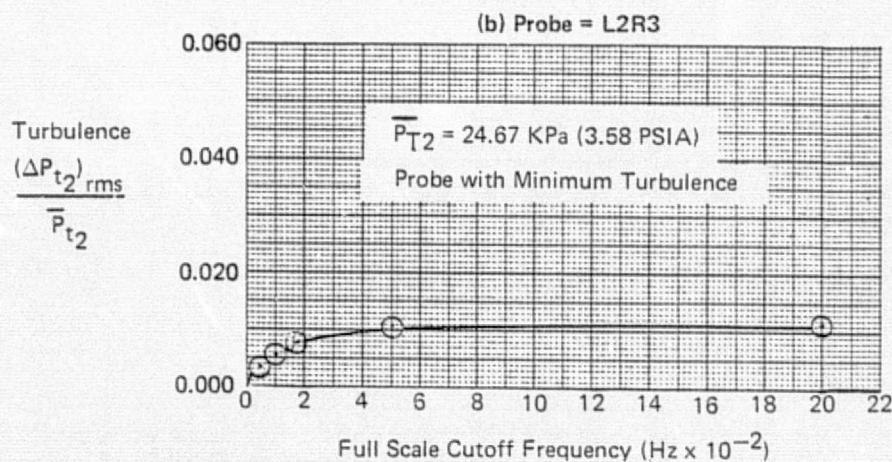
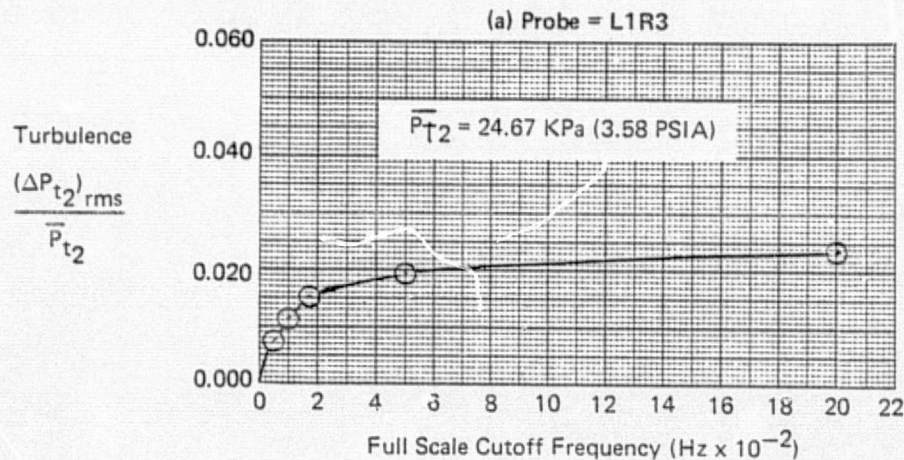


FIGURE F-6
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = .94$, $\alpha = -8.9$, $\beta = 10.2$, $WAT2 = 107.1\%$

ORIGINAL PAGE IS
OF POOR QUALITY

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 421/14 IDENT. 19 FREQUENCY RANGE = 4 — 2000 Hz
THE SEGMENT START TIME WAS AT 21:16:07.140
BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
0.94	-8.9	10.2	13402 (43970)	1.0	10.5	0.0	107.1%	-5.000

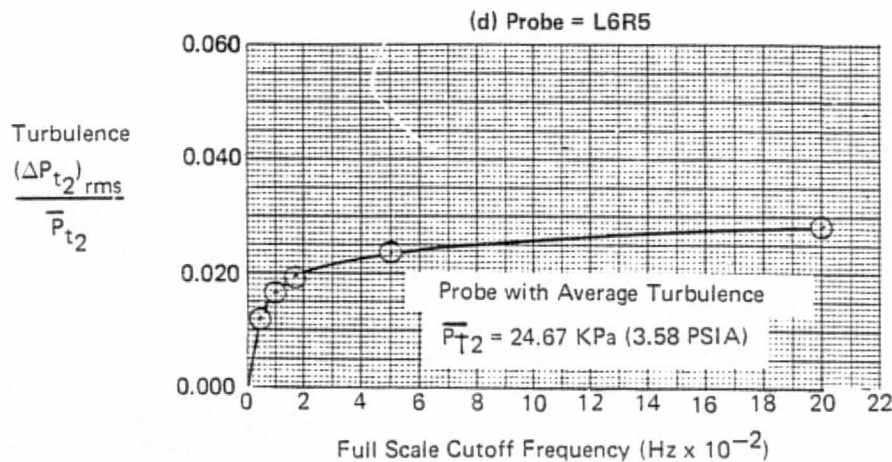
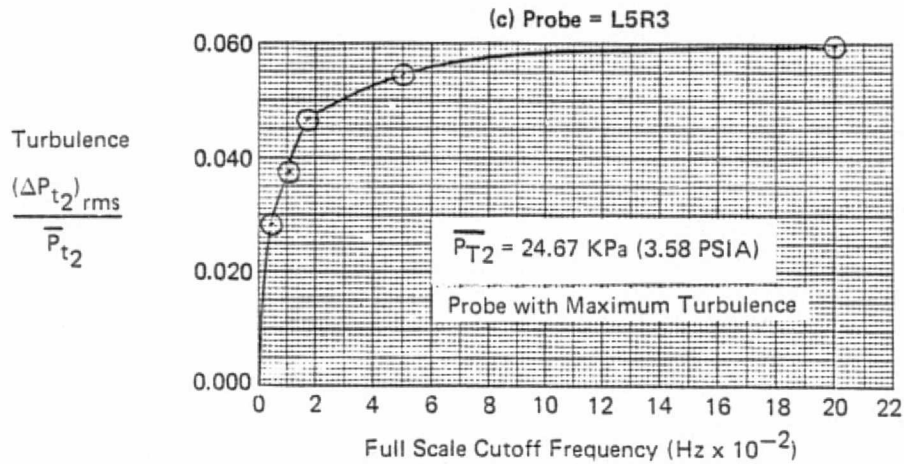


FIGURE F-6 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = .94$, $\alpha = -8.9$, $\beta = 10.2$, $WAT2 = 107.1\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 206/9 IDENT. 42 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 03:42:05.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.6	-4	0	-2.0	13.5	0.0	87.3%	-21.8

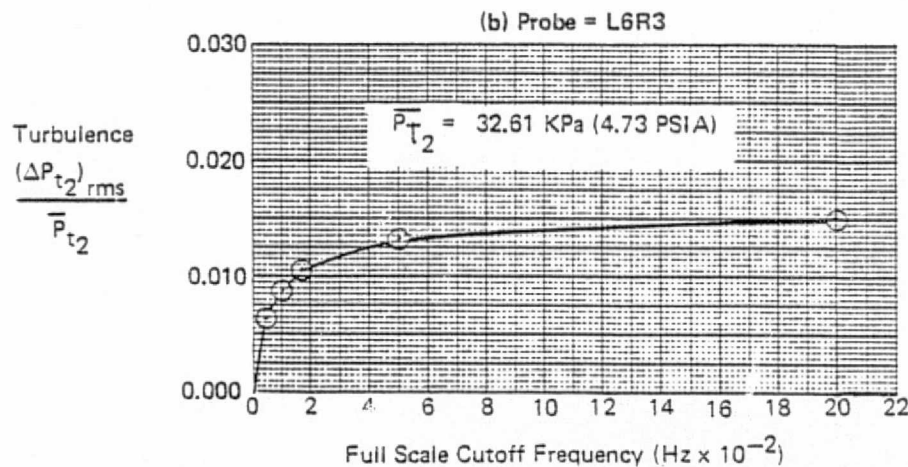
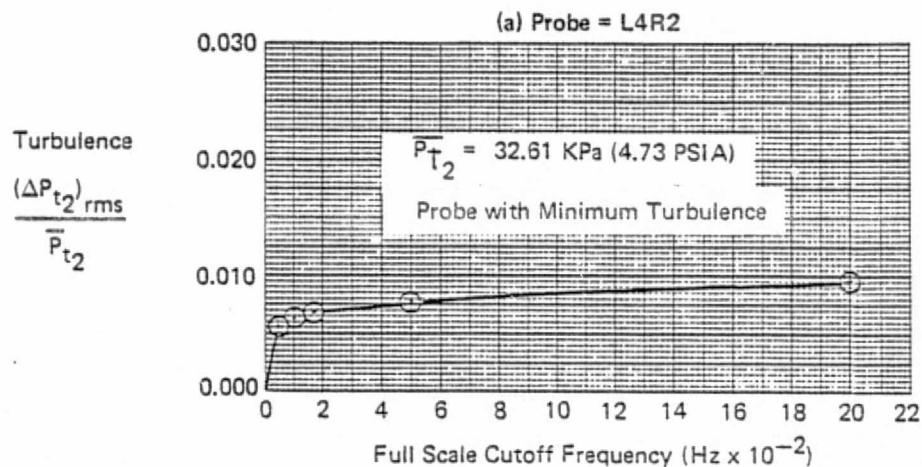


FIGURE F-7
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.6$, $\alpha = -4$, $\beta = 0$, WAT2 = 87.3%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 206/9 IDENT. 42 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 03:42:05.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.6	-4	0	-2.0	13.5	0.0	87.3%	-21.8

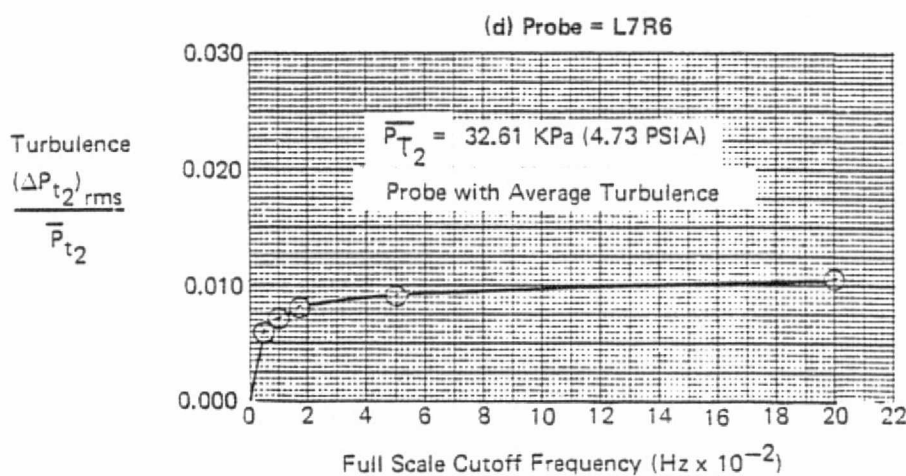
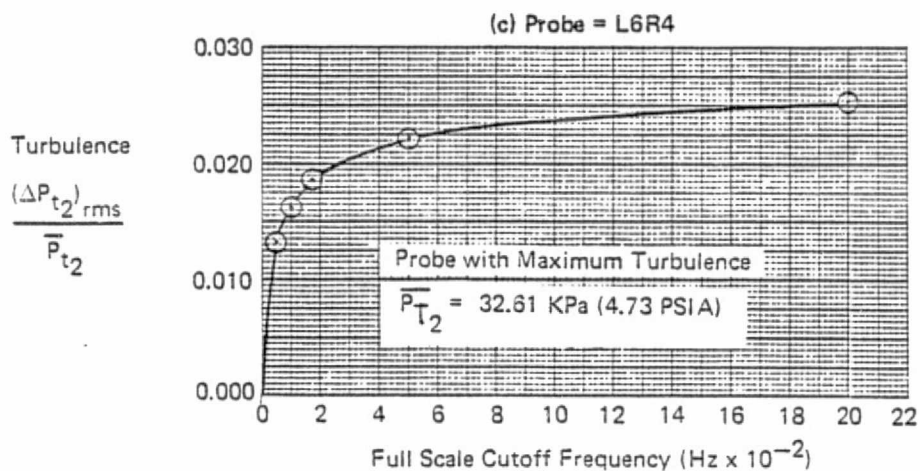


FIGURE F-7 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.6$, $\alpha = -4$, $\beta = 0$, $WAT2 = 87.3\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 206/5 IDENT. 43 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 03:30:06.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-4	0	-2.0	13.5	0.0	96.9%	-12.0

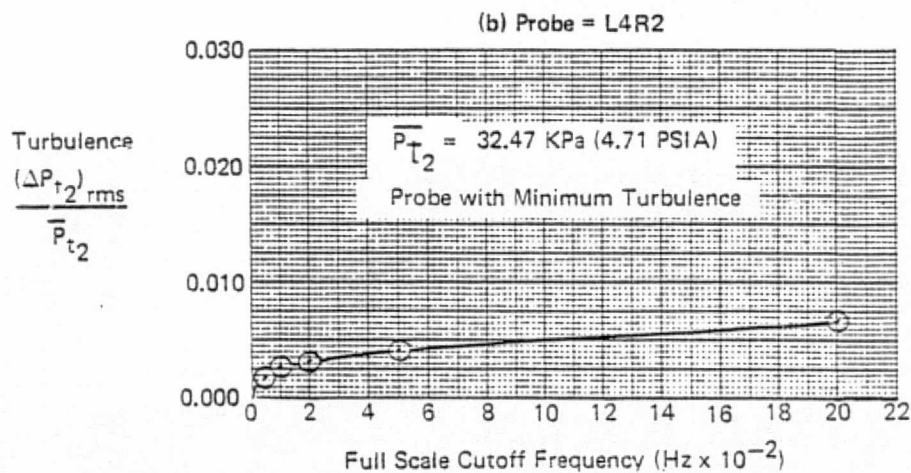
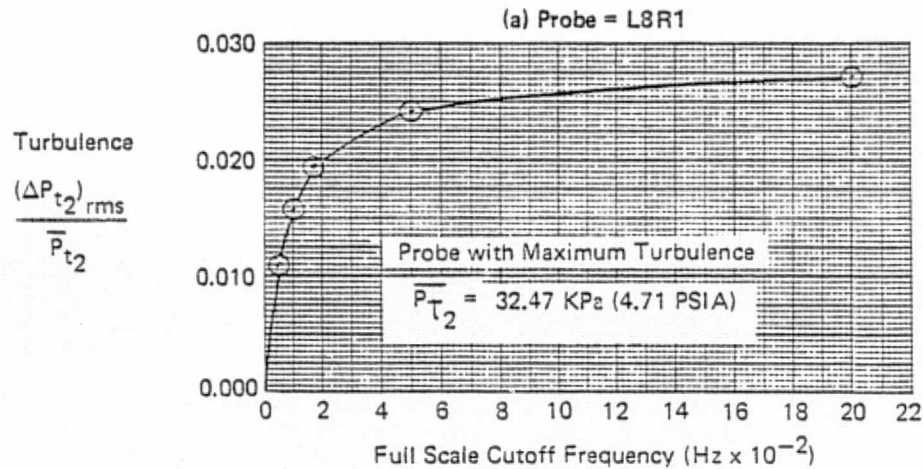


FIGURE F-8
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.6$, $\alpha = -4$, $\beta = 0$, WAT2 = 96.9%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 206/5 IDENT. 43 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 03:30:06.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.6	-4	0	-2.0	13.5	0.0	96.9%	-12.0

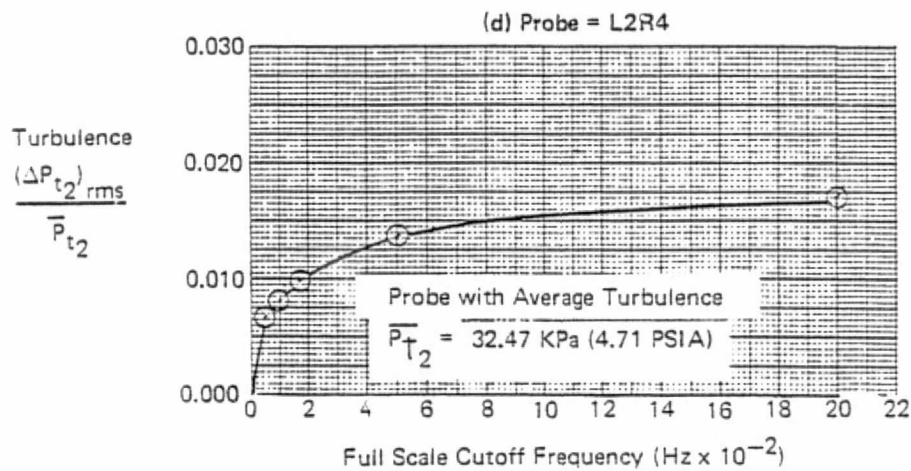
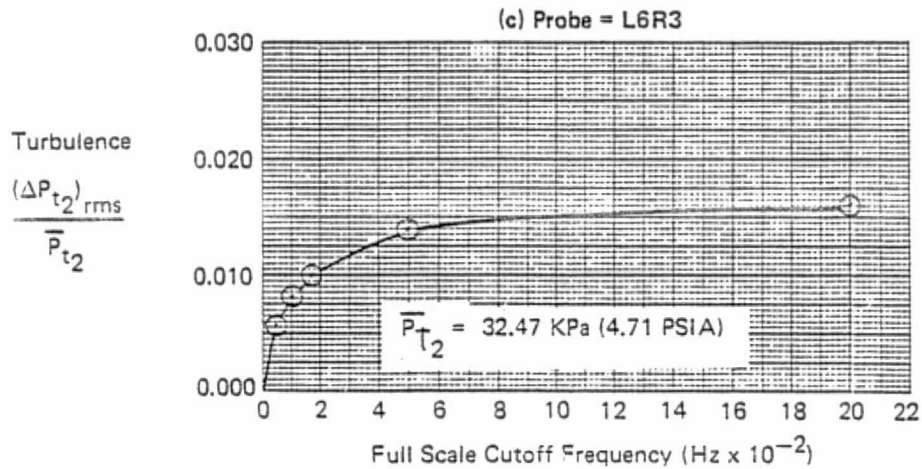


FIGURE F-8 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.6$, $\alpha = -4$, $\beta = 0$, WAT2 = 96.9%

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 414/2 IDENT. 44 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 20:16:46.820
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
1.57	-3.6	0.6	17157 (56290)	-2.3	13.7	0.0	89.3%	-20.60

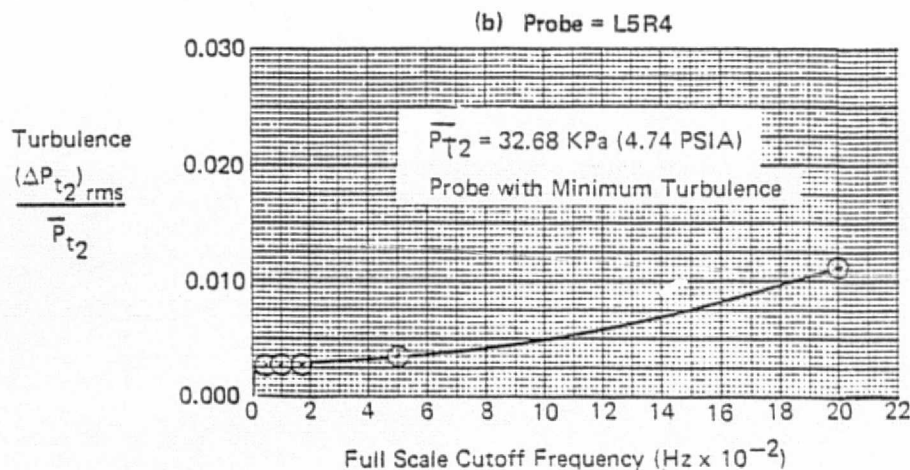
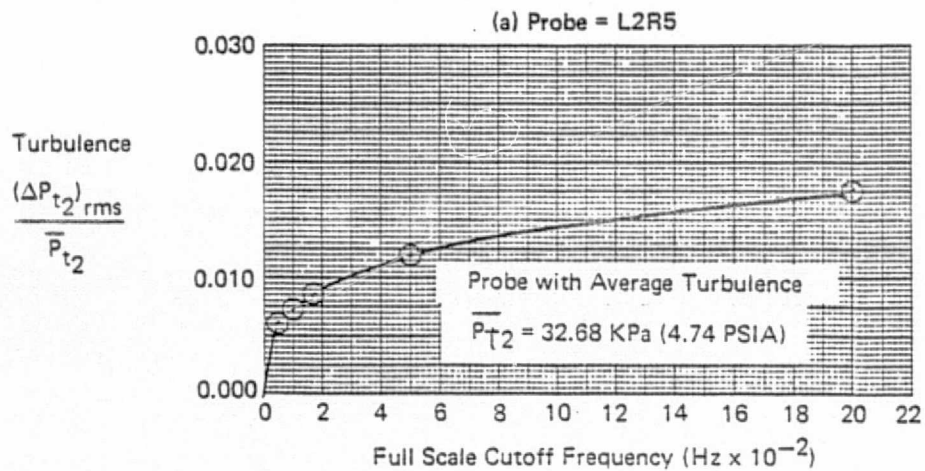


FIGURE F-9
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.57$, $\alpha = -3.6$, $\beta = 0.6$, $WAT2 = 89.3\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 414/2 IDENT. 44 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 20:16:46.820
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
1.57	-3.6	0.6	17157 (56290)	-2.3	13.7	0.0	89.3%	-20.60

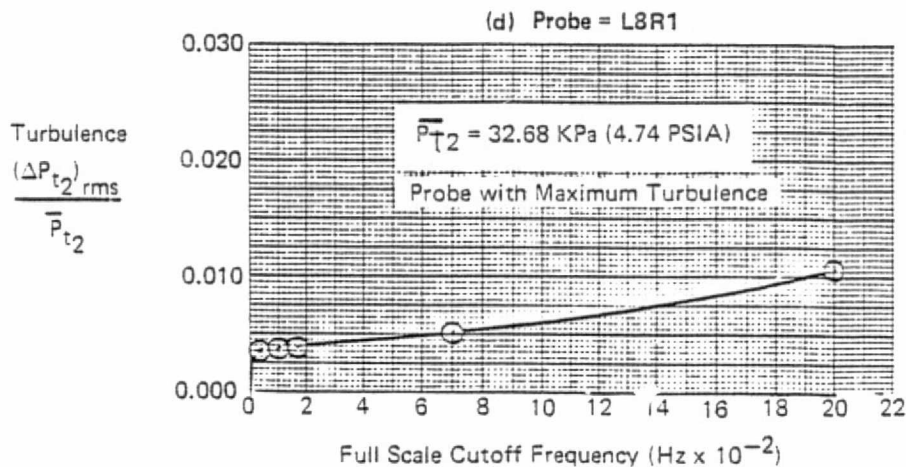
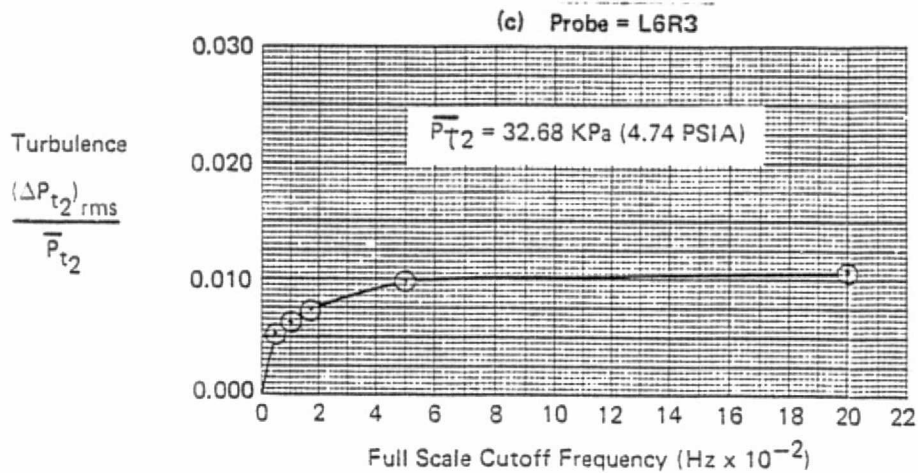


FIGURE F-9 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_o = 1.57$, $\alpha = -3.6$, $\beta = 0.6$, $WAT2 = 89.3\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 15/9 IDENT. 45 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 02:03:15.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	17.4	0.0	80.5%	-25.0

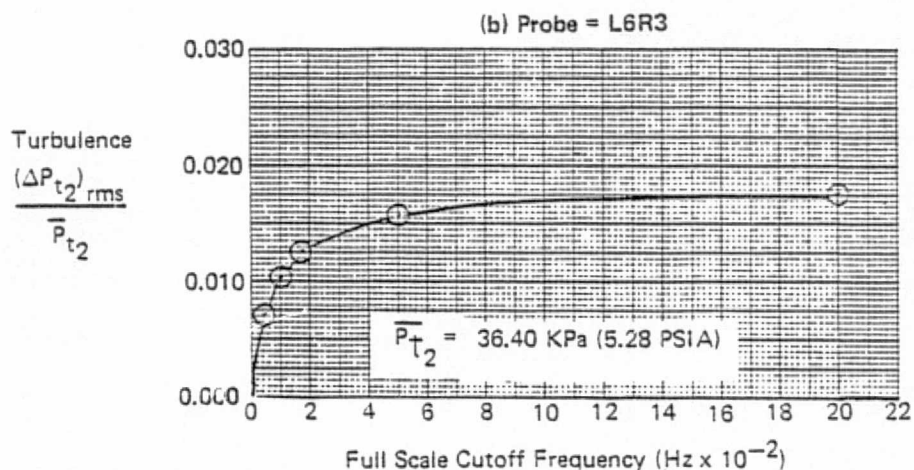
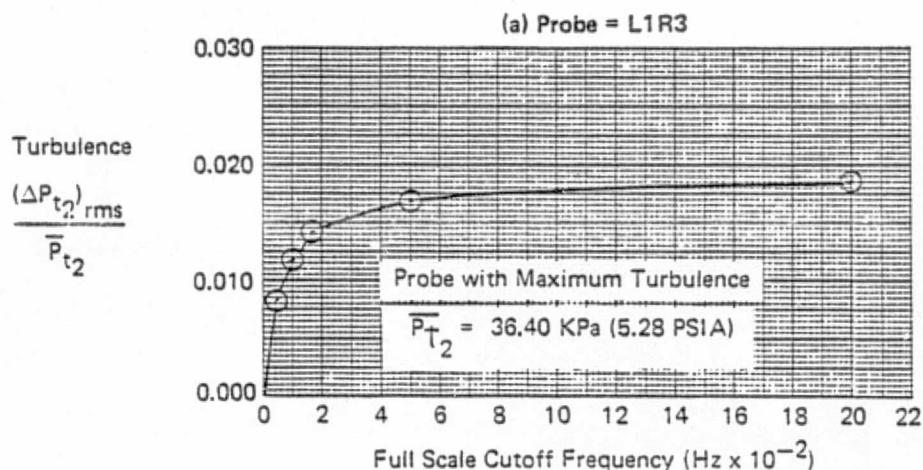


FIGURE F-10
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, WAT2 = 80.5%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 15/9 IDENT. 46 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 02:03:15.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	17.4	0.0	80.5%	-25.0

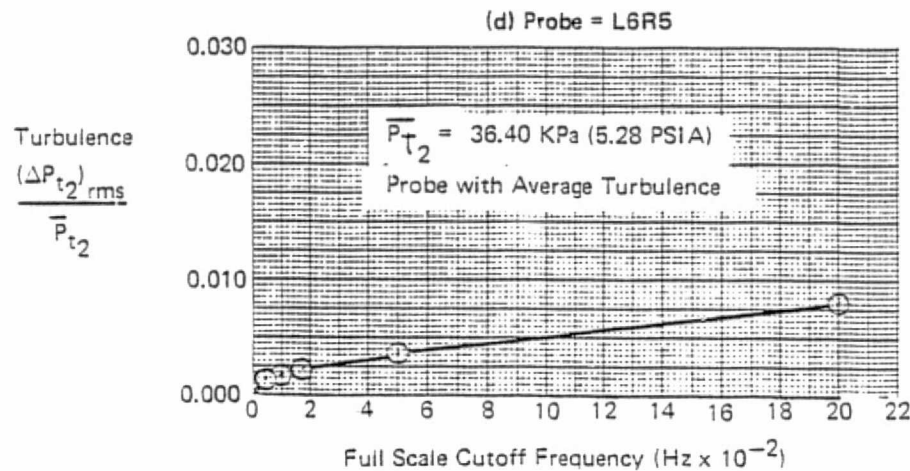
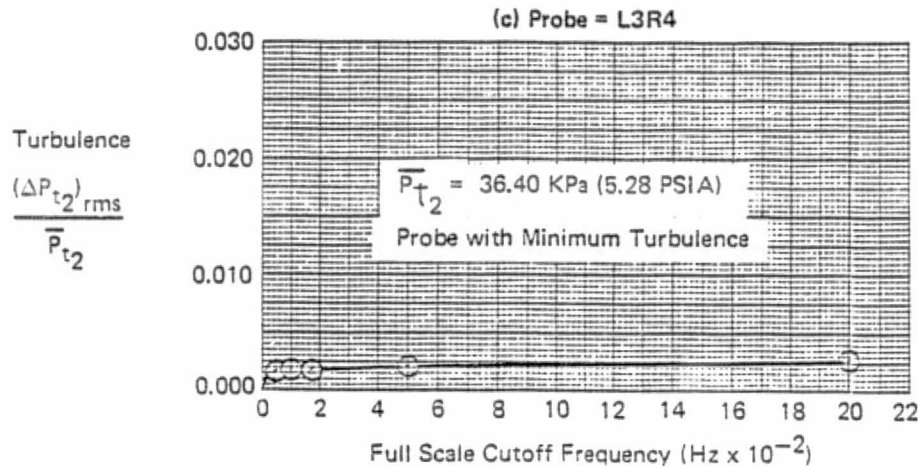


FIGURE F-10 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 80.5\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 15/5 IDENT. 46 FREQUENCY RANGE = 5-12000 Hz
 THE SEGMENT START TIME WAS AT 01:57:37.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	17.4	0.0	91.0%	-17.6

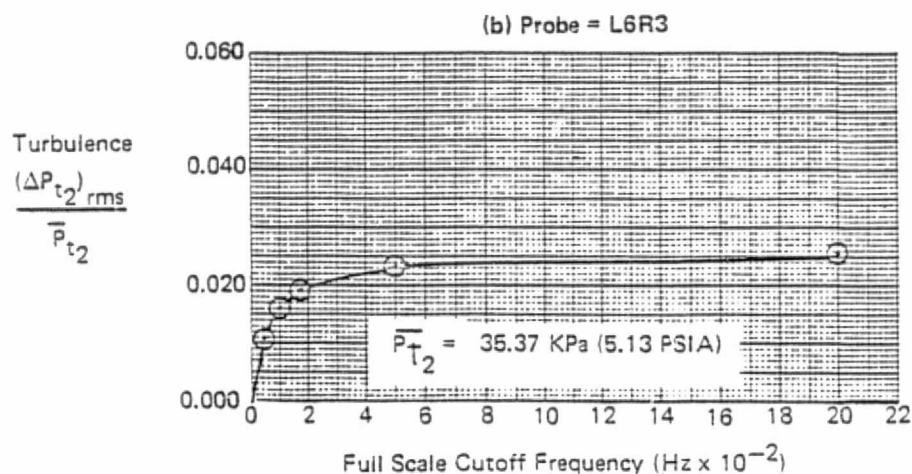
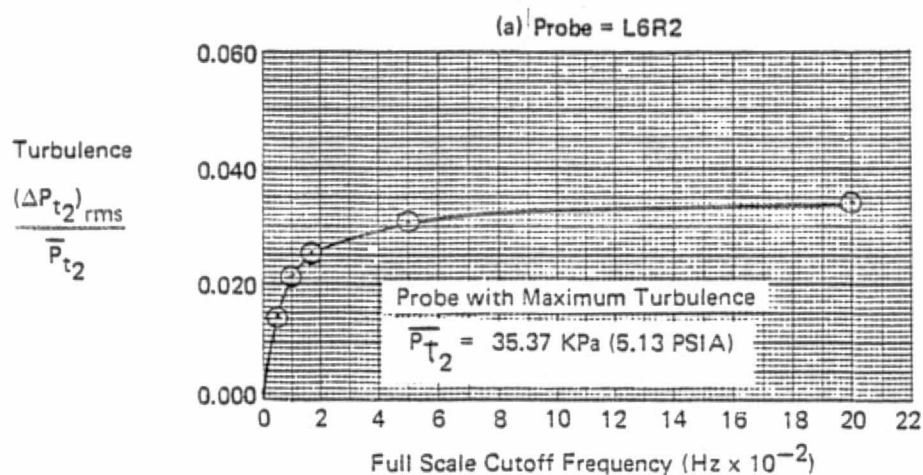


FIGURE F-11
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8, \quad \alpha = -2, \quad \beta = 0, \quad \text{WAT2} = 91.0\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 15/5 IDENT. 46 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 01:57:37.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	17.4	0.0	91.0%	-17.6

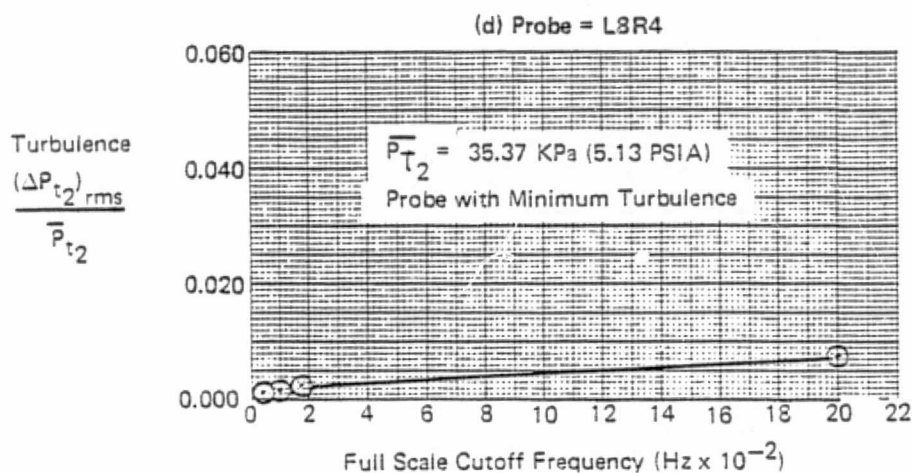
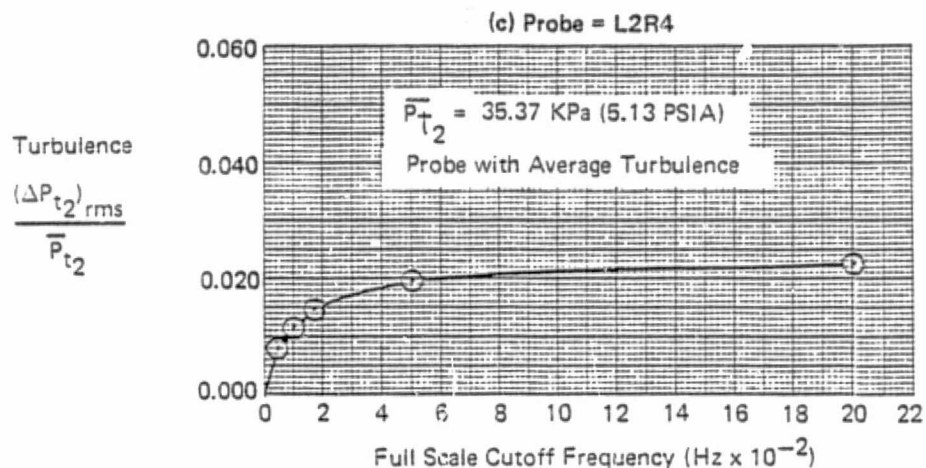


FIGURE F-11 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 91.0\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 415/1 IDENT. 47 FREQUENCY RANGE = 4 — 2000 Hz
 THE SEGMENT START TIME WAS AT 20:21:46.850
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
1.76	-2.6	0.5	17846 (58850)	-2.2	16.7	0.0	80.7%	-25.000

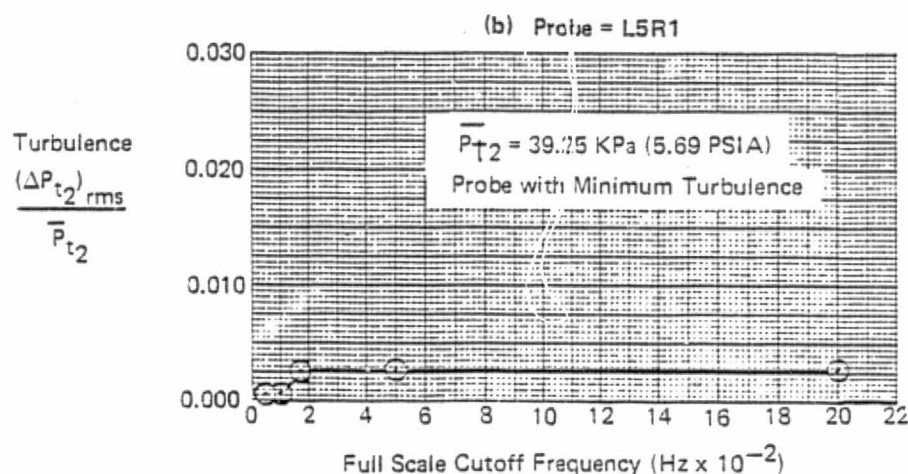
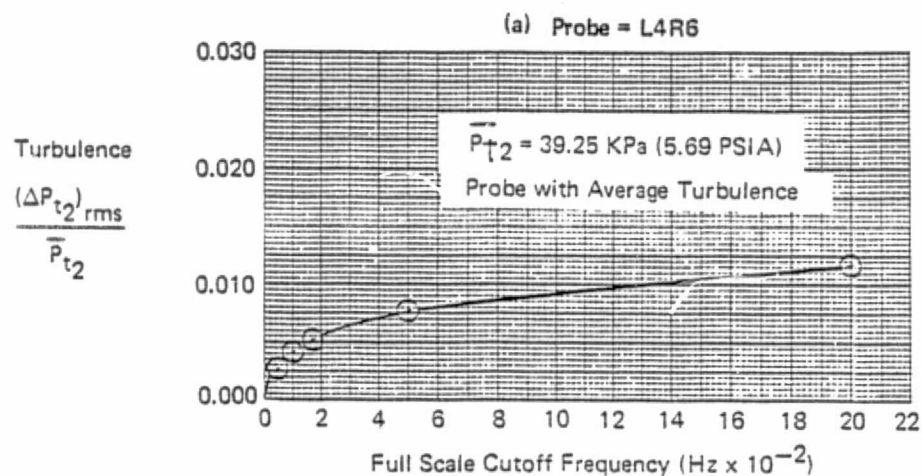


FIGURE F-12
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.76$, $\alpha = -2.6$, $\beta = 0.5$, $WAT2 = 80.7\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 415/1 IDENT. 47 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 20:21:46.850
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
1.76	-2.6	0.5	17846 (58850)	-2.2	16.7	0.0	80.7%	-25.000

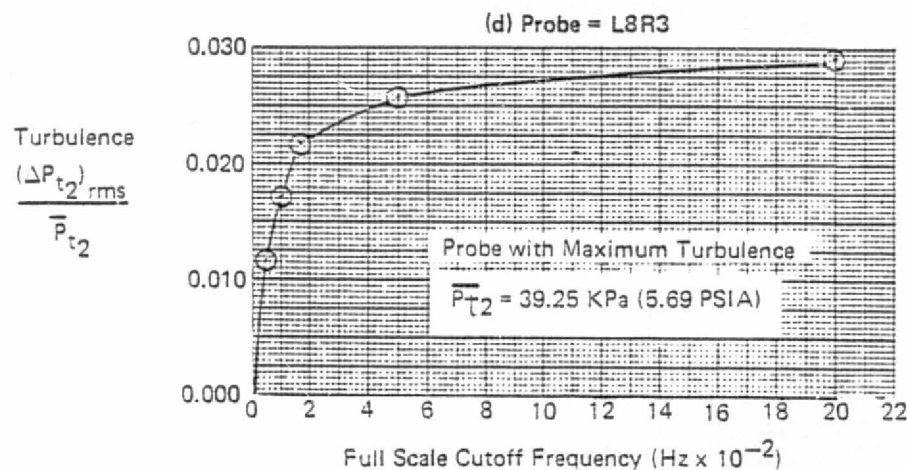
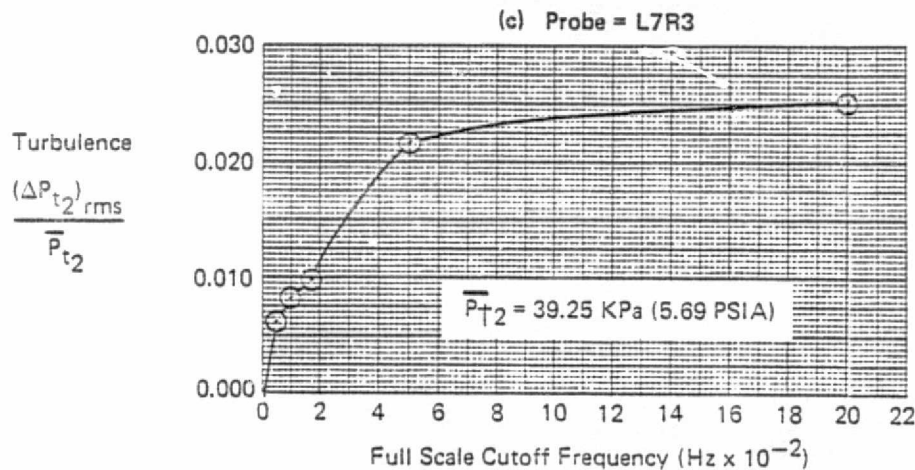


FIGURE F-12 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.76$, $\alpha = -2.6$, $\beta = 0.5$, $WAT2 = 80.7\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 353/15 IDENT. 48 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 00:42:01.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	18.7	0.0	75.1%	-25.0

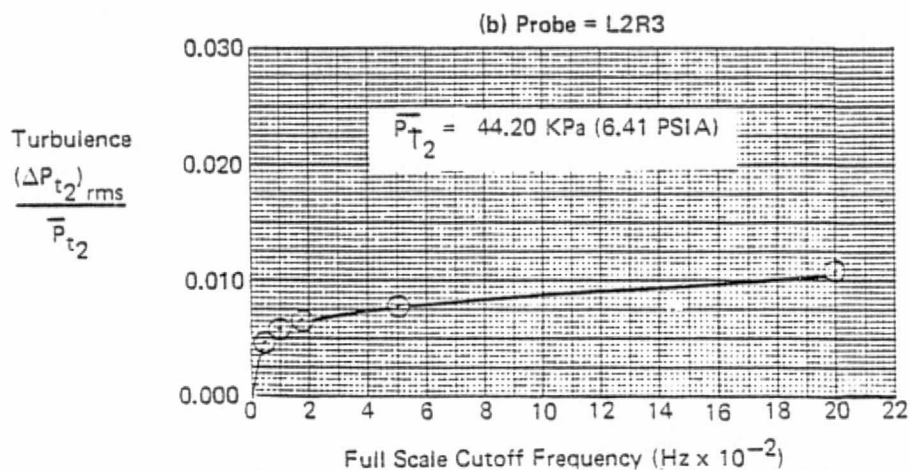
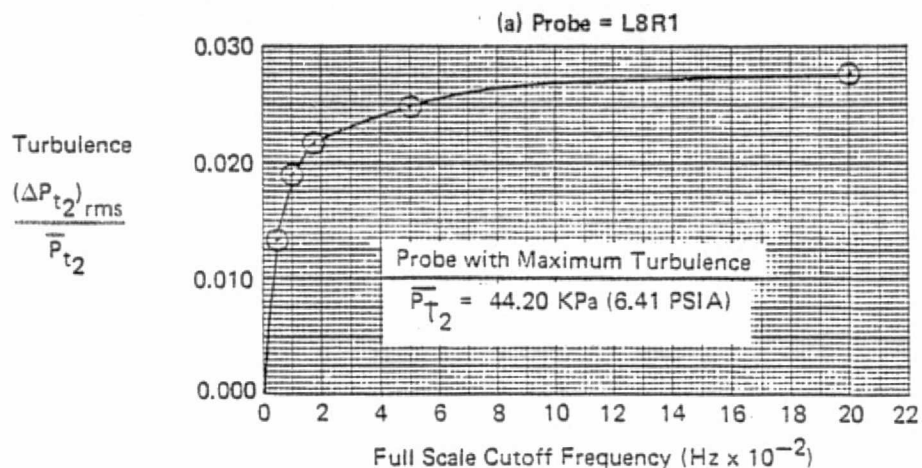


FIGURE F-13
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 75.1\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 353/15 IDENT. 48 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 00:42:01.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	18.7	0.0	75.1%	-25.0

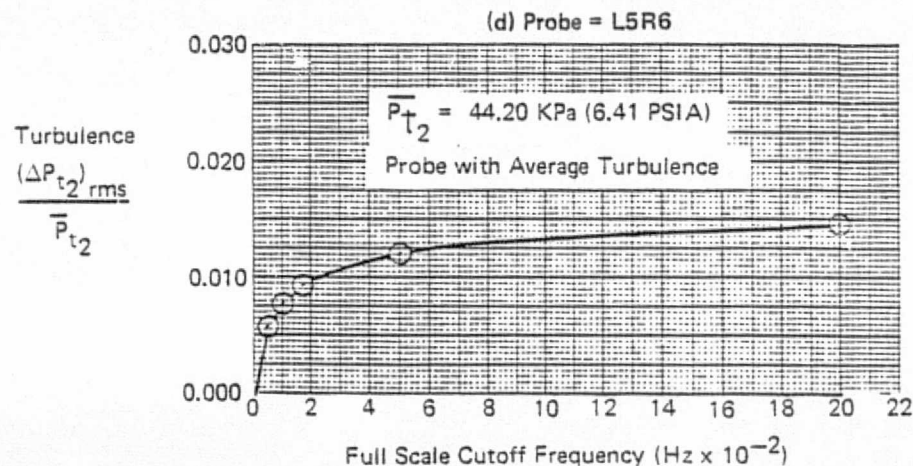
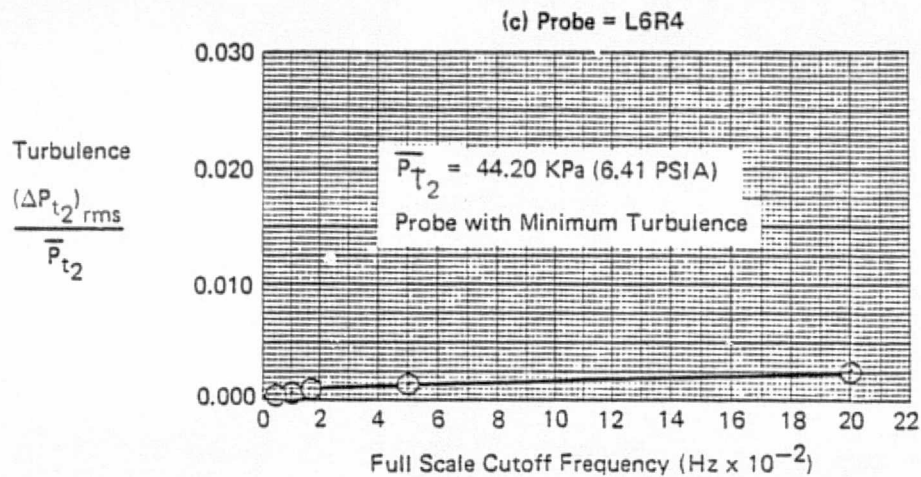


FIGURE F-13 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 75.1\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 353/5 IDENT. 49 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 00:27:21.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	18.7	0.0	82.2%	-25.0

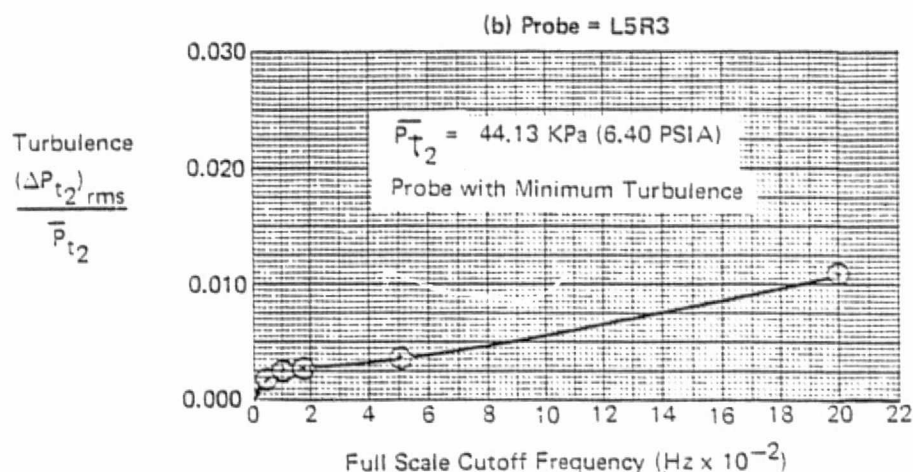
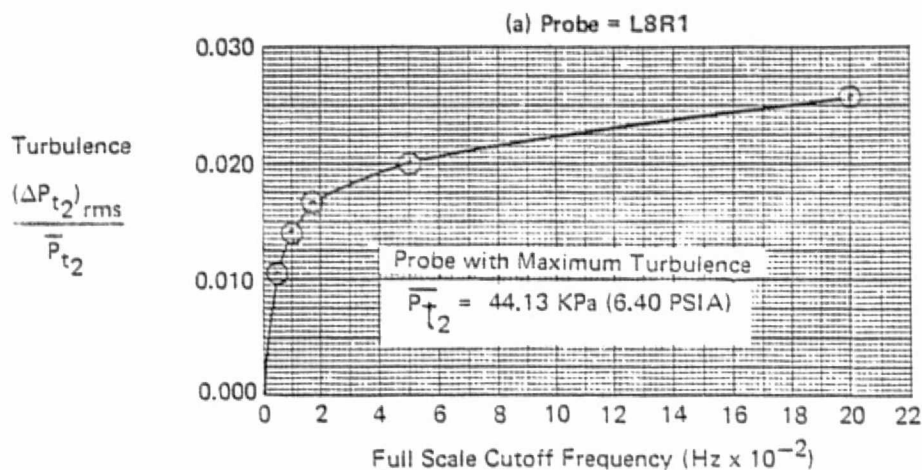


FIGURE F-14
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8, \quad \alpha = -2, \quad \beta = 0, \quad \text{WAT2} = 82.2\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 353/5 IDENT. 49 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 00:27:21.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	18.7	0.0	82.2%	-25.0

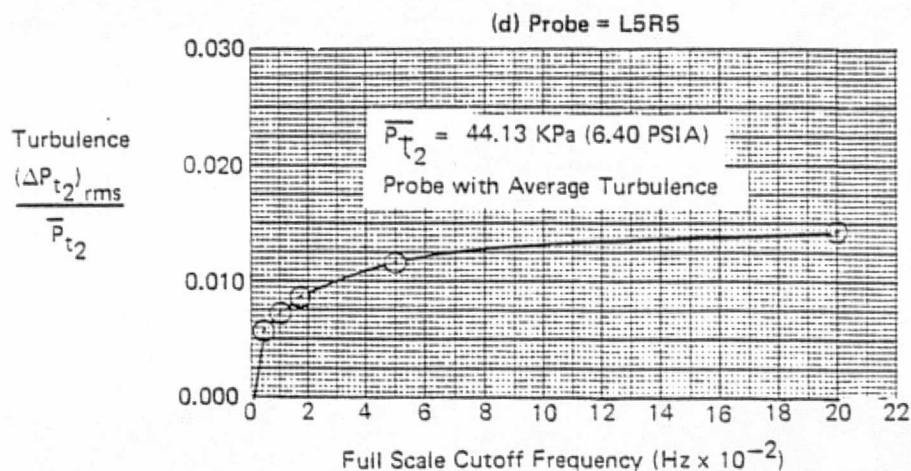
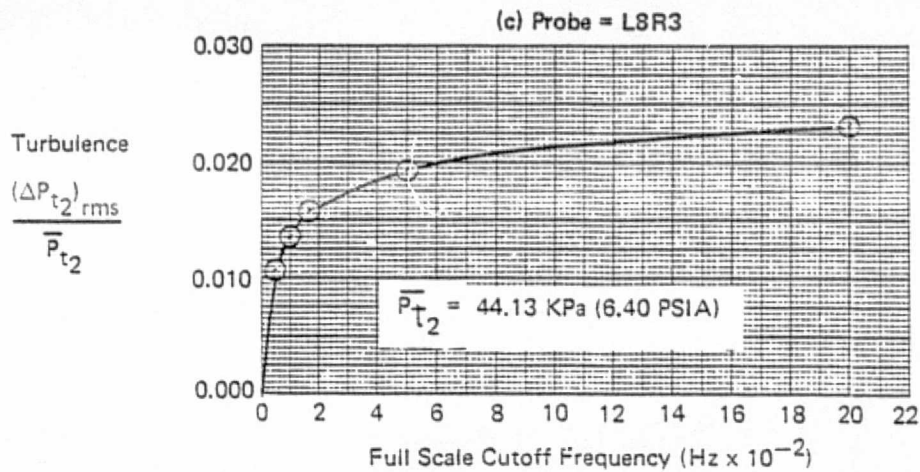


FIGURE F-14 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8, \alpha = -2, \beta = 0, \text{WAT2} = 82.2\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 353/12 IDENT. 50 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 00:38:18.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	18.7	0.0	85.4%	-23.9

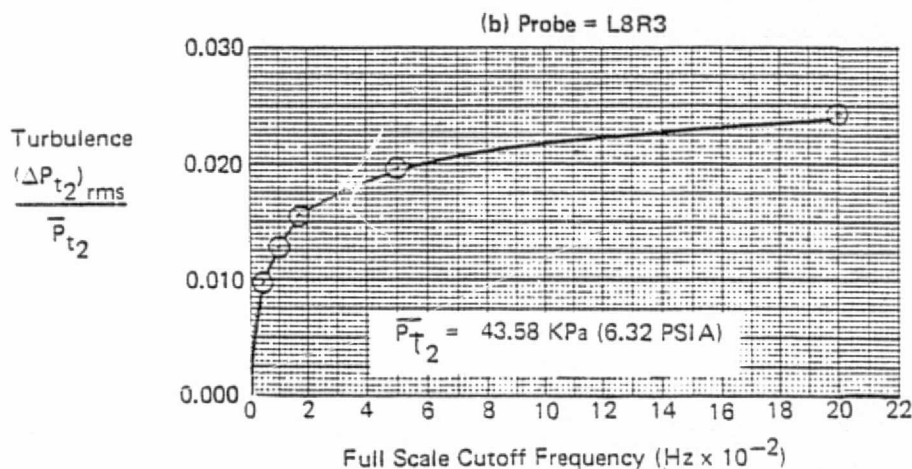
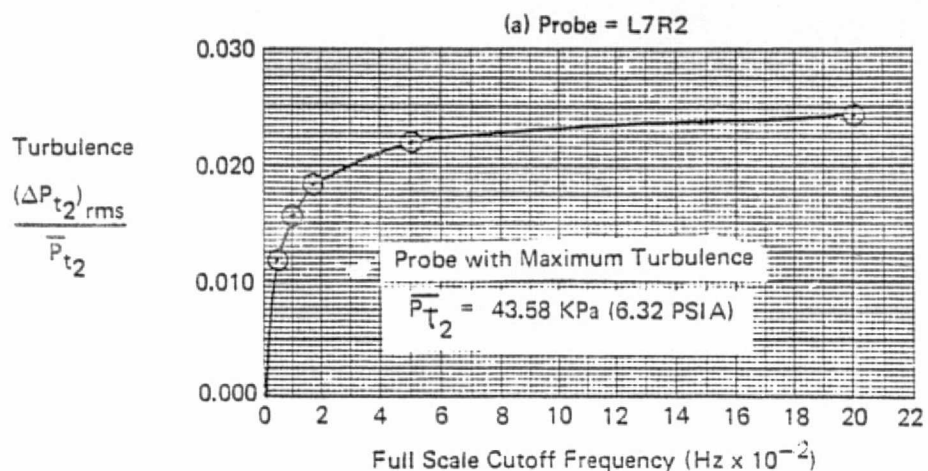


FIGURE F-15
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8, \alpha = -2, \beta = 0, \text{WAT2} = 85.4\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 353/12 IDENT. 50 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 00:38:18.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-3.0	18.7	0.0	85.4%	-23.9

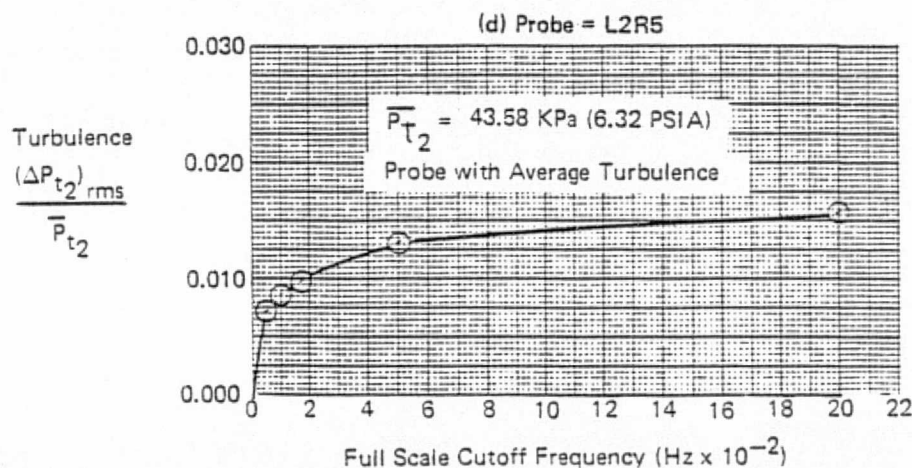
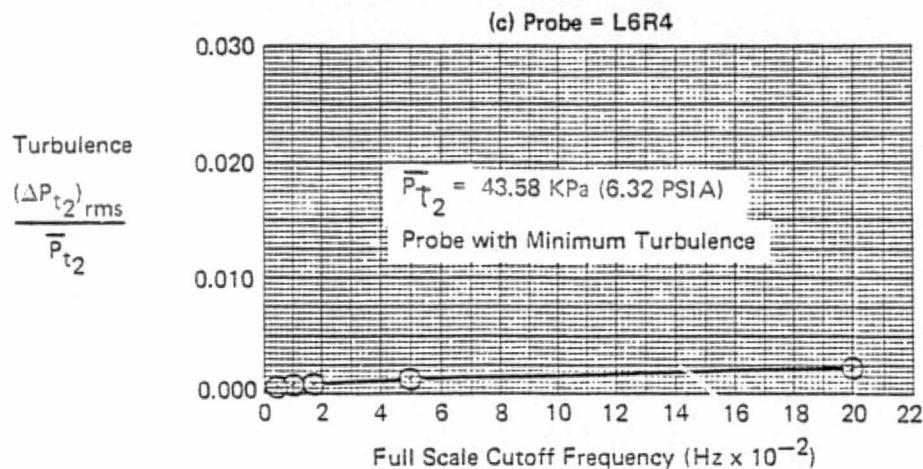


FIGURE F-15 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 85.4\%$

FSE - NASA DATA STUDY

DATA PART/POINT 523/2 IDENT. 51 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 02:45:27.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-2.9	18.6	0.0	80.6%	-25.0

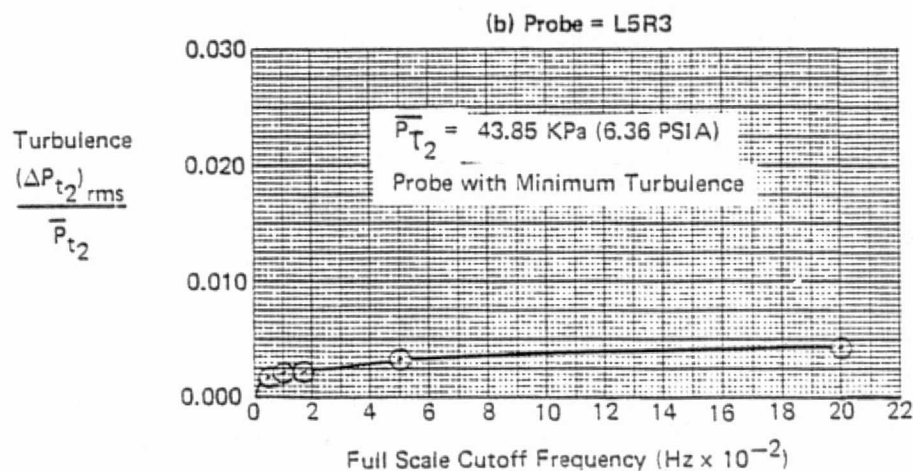
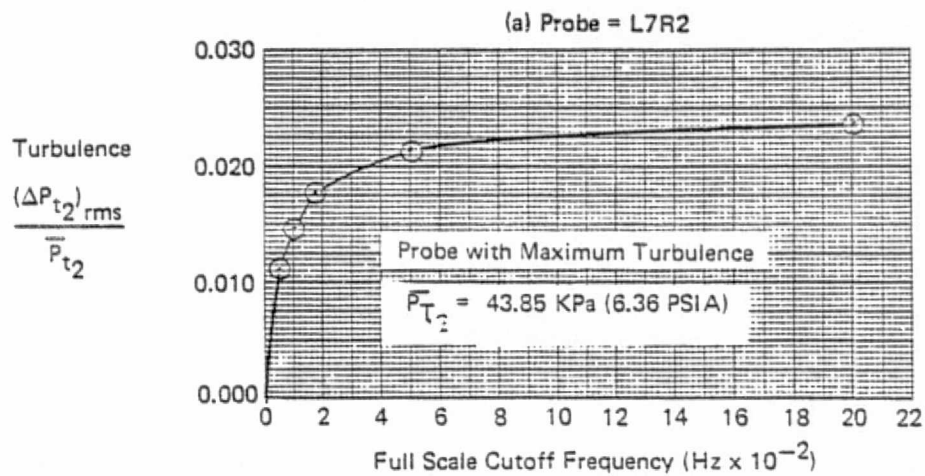


FIGURE F-16
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, WAT2 = 80.6%

FSE - NASA DATA STUDY

DATA PART/POINT 523/2 IDENT. 51 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 02:45:27.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-2.9	18.6	0.0	80.6%	-25.0

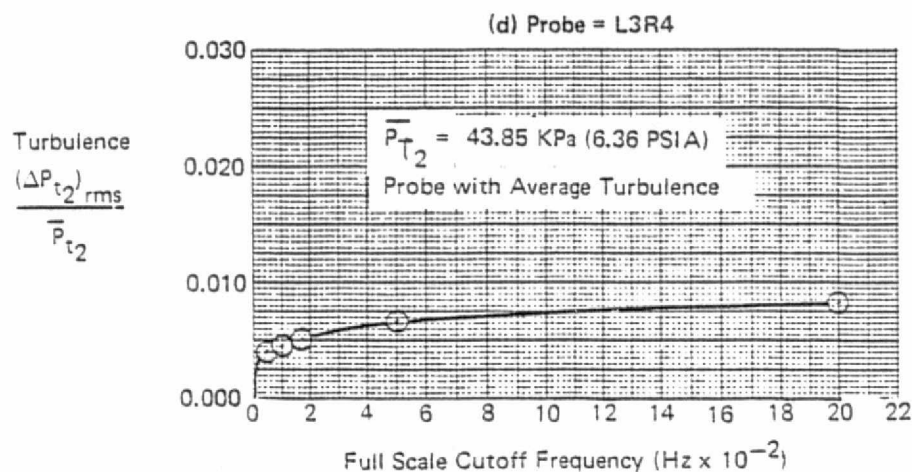
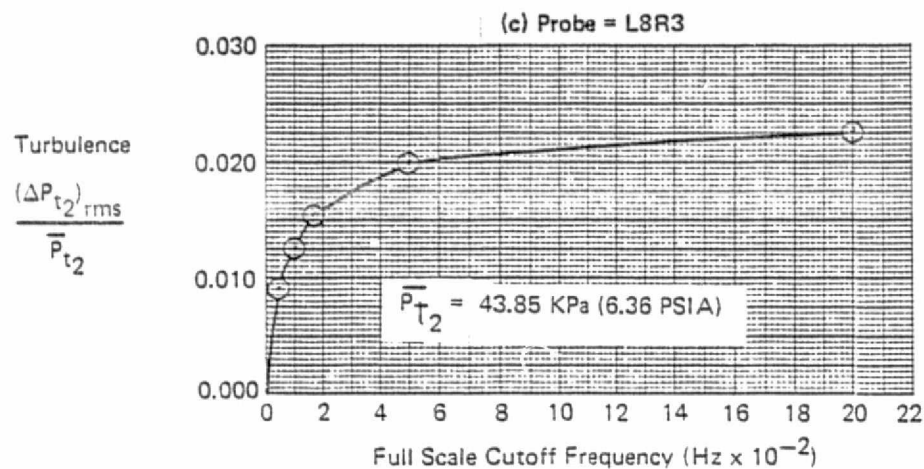


FIGURE F-16 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 80.6\%$

FSE - NASA DATA STUDY

DATA PART/POINT 525/4 IDENT. 52 FREQUENCY RANGE = 4 - 2024
THE SEGMENT START TIME WAS AT 03:18:32.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-2.9	18.8	0.0	79.8%	-25.0

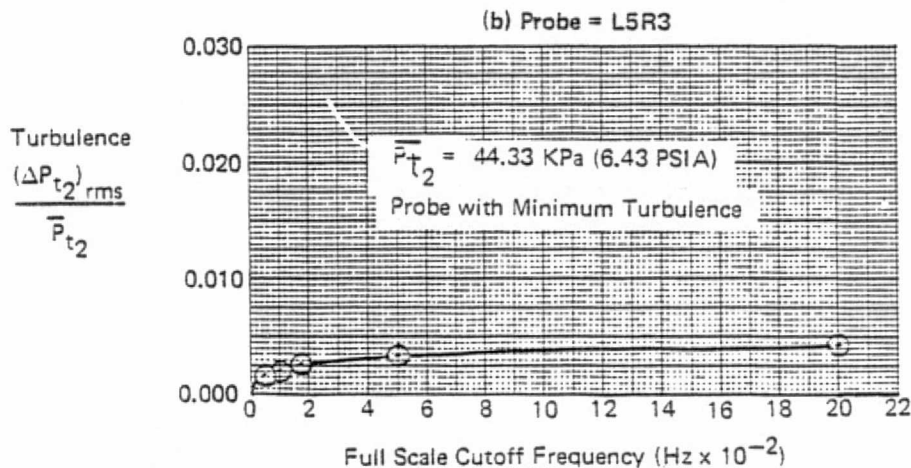
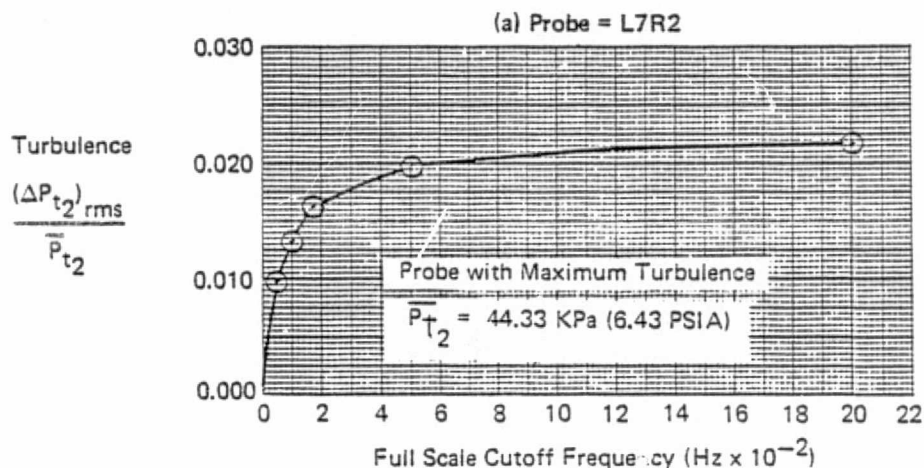


FIGURE F-17
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 79.8\%$

ORIGINAL PAGE IS
OF POOR QUALITY

FSE - NASA DATA STUDY

DATA PART/POINT 525/4 IDENT. 52 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 03:18:32.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	-2	0	-2.9	18.6	0.0	79.8%	-25.0

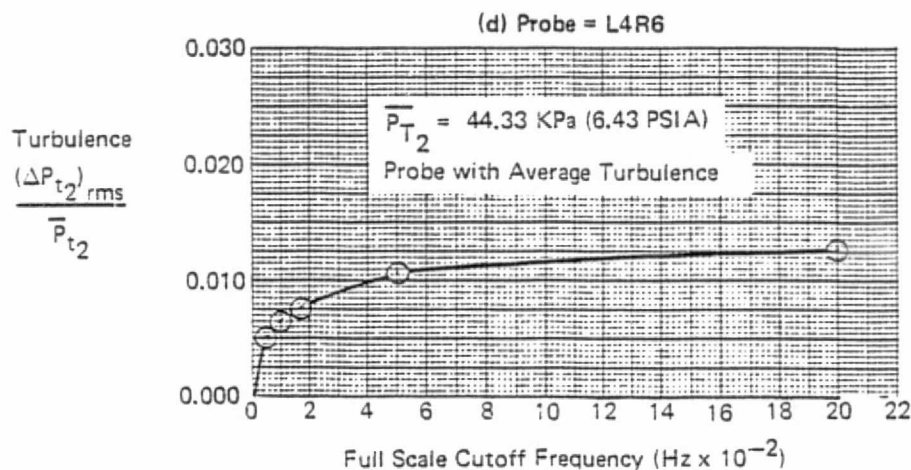
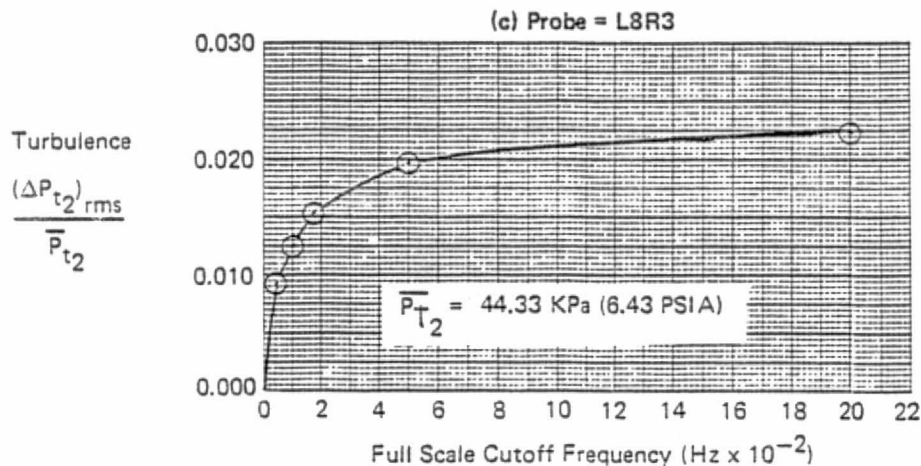


FIGURE F-17 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = -2$, $\beta = 0$, $WAT2 = 79.8\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 416/1 IDENT. 53 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 16:09:18.400
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
1.81	-2.3	0.2	17511 (57450)	-2.8	18.2	0.0	78.9%	-25.000

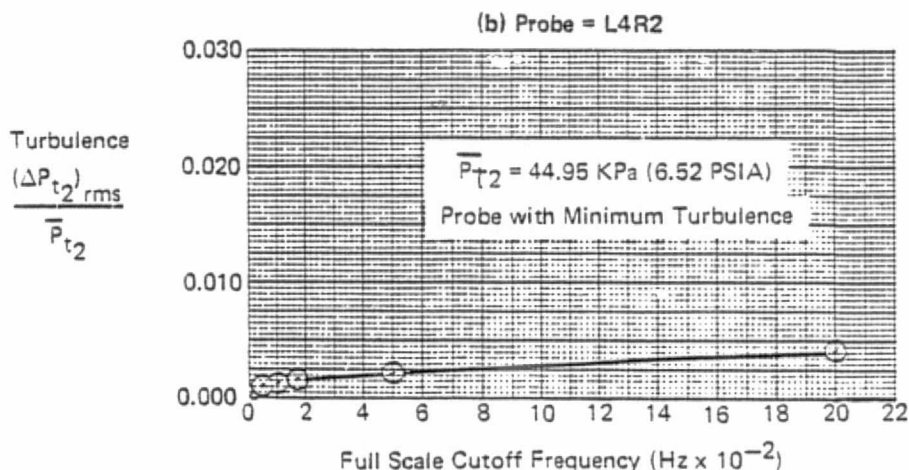
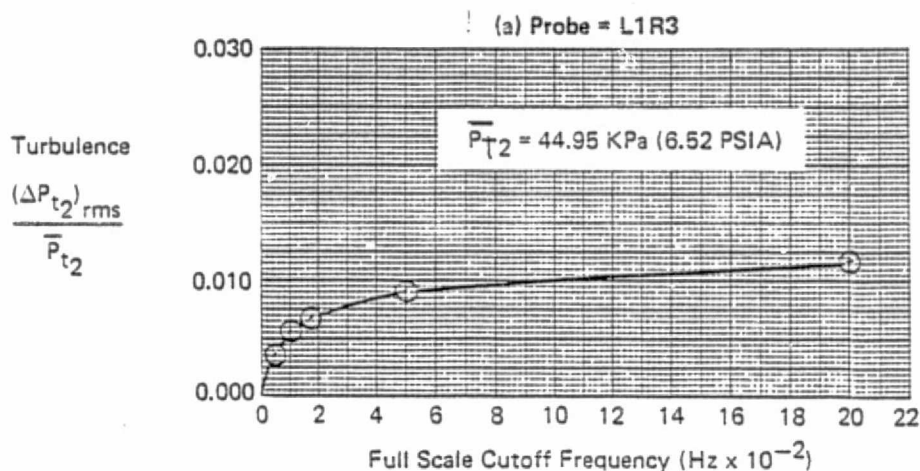


FIGURE F-18
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.81$, $\alpha = -2.3$, $\beta = 0.2$, $WAT2 = 78.9\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 416/1 IDENT. 53 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 16:09:18.400
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
1.81	-2.3	0.2	17511 (57450)	-2.8	18.2	0.0	78.9%	-25.000

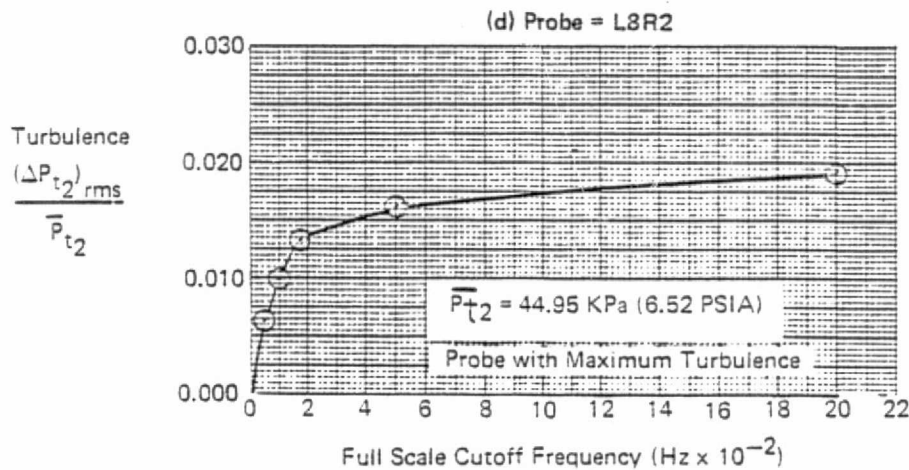
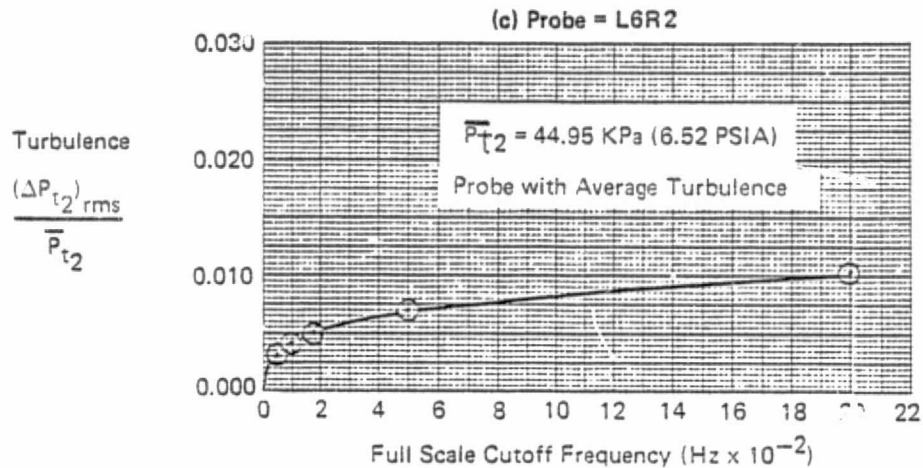


FIGURE F-18 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.81$, $\alpha = -2.3$, $\beta = 0.2$, $WAT2 = 78.9\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 355/8 IDENT. 54 FREQUENCY RANGE = 4 - 2024
 THE SEGMENT START TIME WAS AT 01:40:03.000
 BANDWIDTH = 7.9 Hz REC.ORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	4	0	2.5	18.7	0.0	79.9%	-25.0

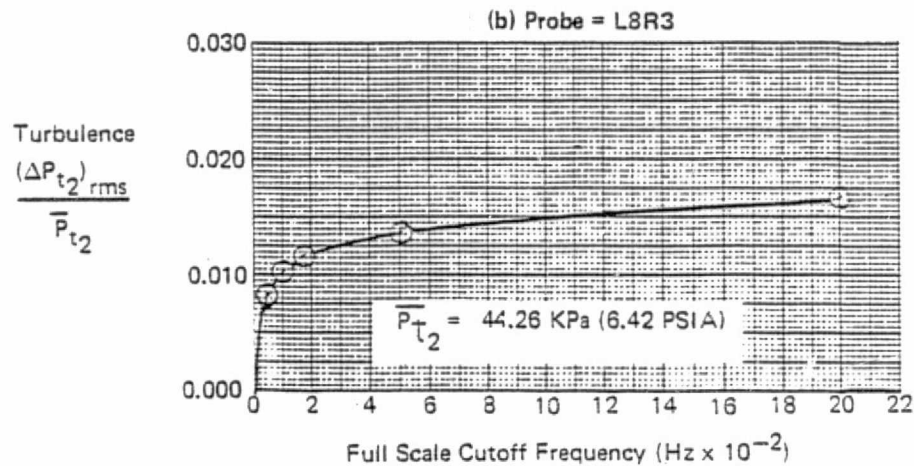
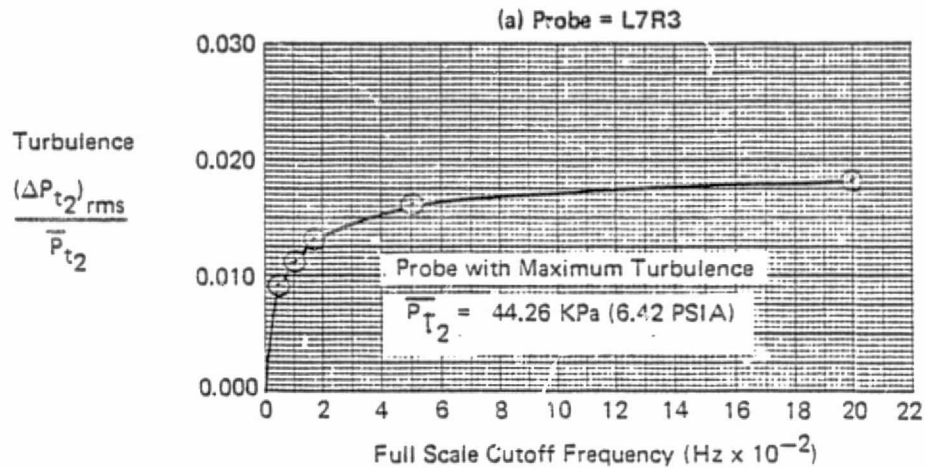


FIGURE F-19
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = 4$, $\beta = 0$, WAT2 = 79.9%

FSCP - NASA DATA STUDY

DATA PART/POINT 355/8 IDENT. 54 FREQUENCY RANGE = 4 - 2024
 THE SEGMENT START TIME WAS AT 01:40:03.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	4	0	2.5	18.7	0.0	79.9%	-25.0

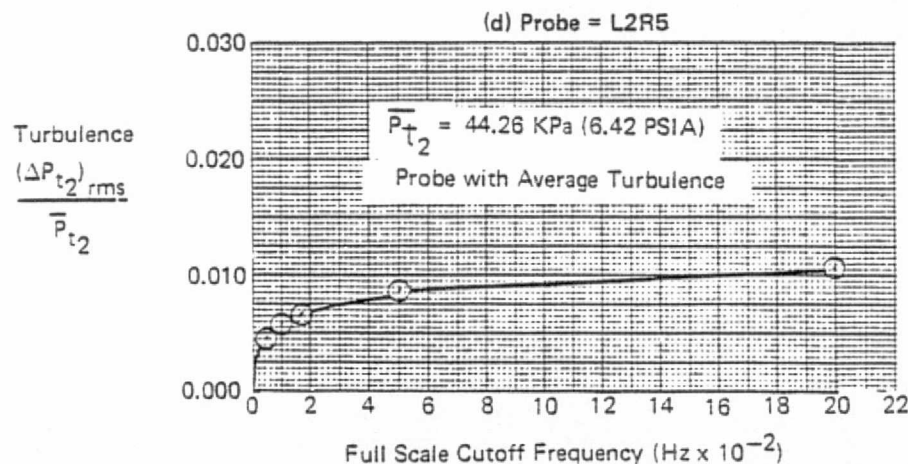
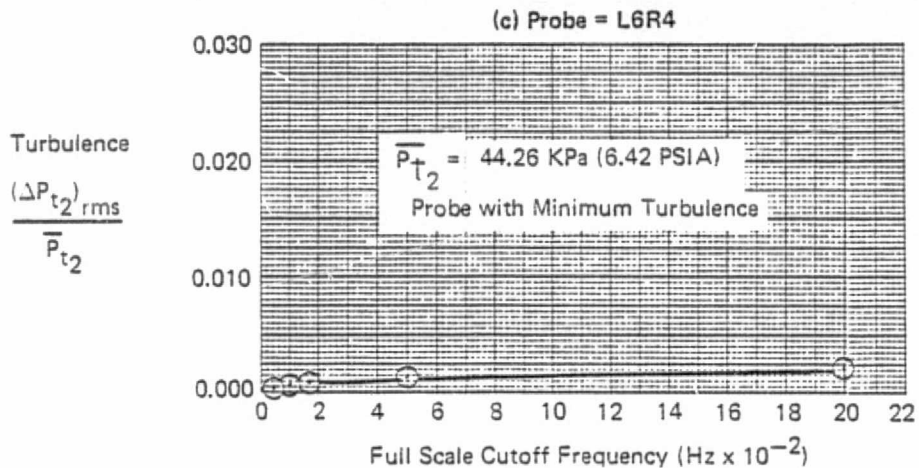


FIGURE F-19 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = 4$, $\beta = 0$, $WAT2 = 79.9\%$

ORIGINAL PAGE IS
OF POOR QUALITY

FSE - NASA DATA STUDY

DATA PART/POINT 528/2 IDENT. 55 FREQUENCY RANGE = 4 - 2024
THE SEGMENT START TIME WAS AT 03:40:38.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	4	0	2.5	18.7	0.0	80.8%	-25.0

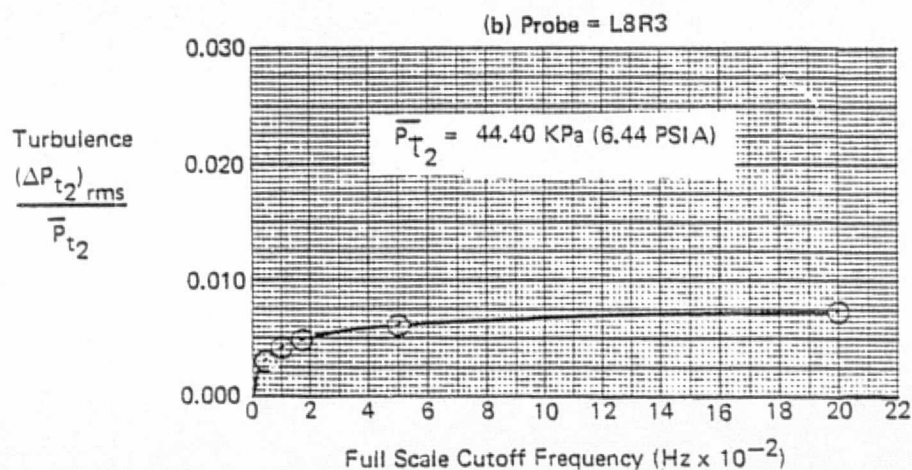
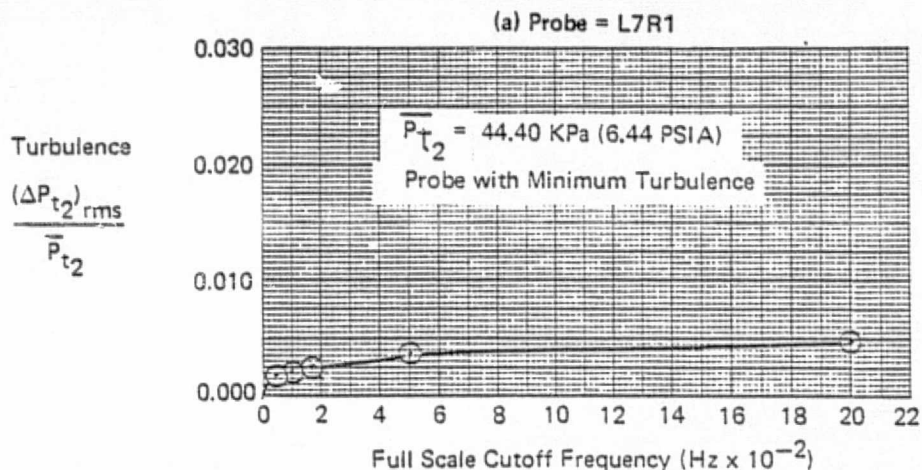


FIGURE F-20
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = 4$, $\beta = 0$, WAT2 = 80.8%

FSE - NASA DATA STUDY

DATA PART/POINT 528/2 IDENT. 55 FREQUENCY RANGE = 4 - 2024
 THE SEGMENT START TIME WAS AT 03:40:36.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	4	0	2.5	18.7	0.0	80.8%	-25.0

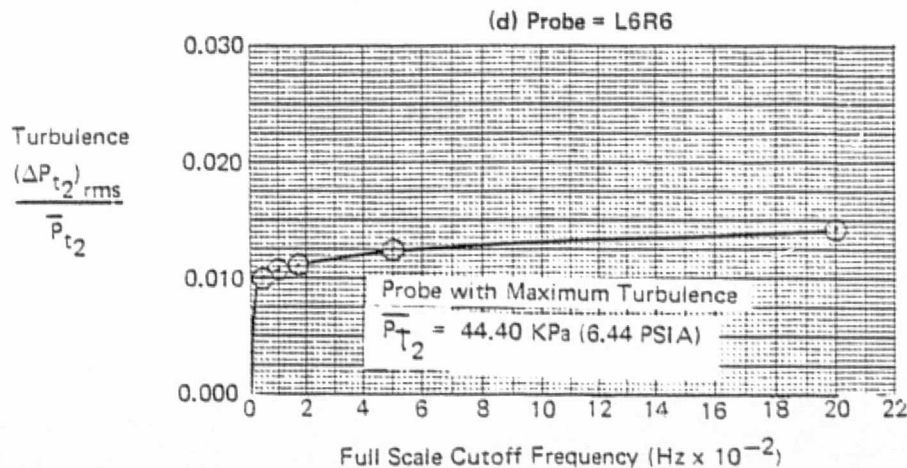
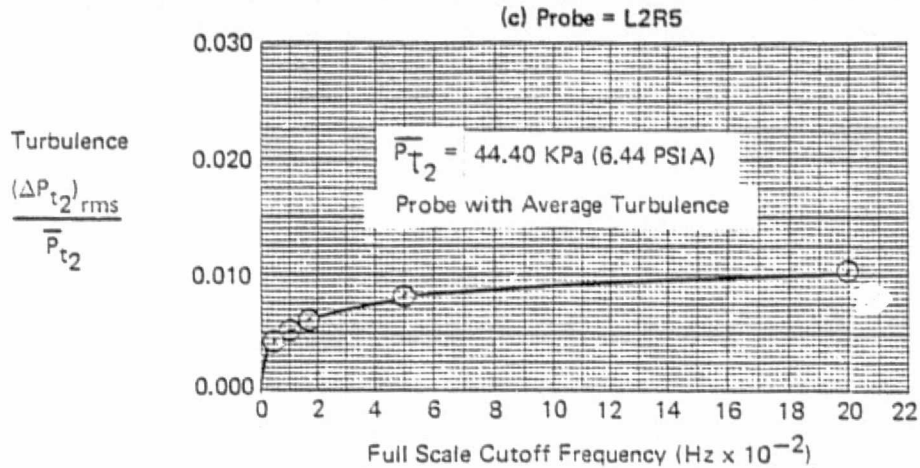


FIGURE F-20 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = 4$, $\beta = 0$, $WAT2 = 80.8\%$

FSE - NASA DATA STUDY

DATA PART/POINT 529/4 IDENT. 56 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 04:25:48.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	4	0	2.5	18.7	0.0	79.7%	-25.0

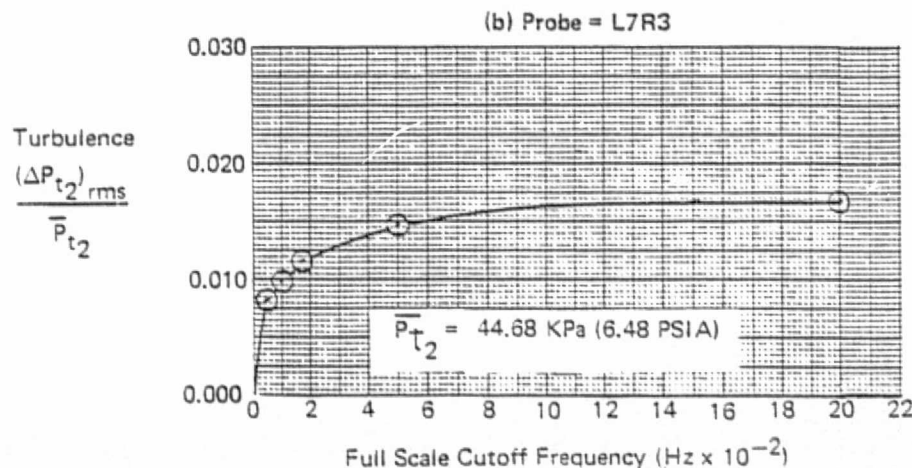
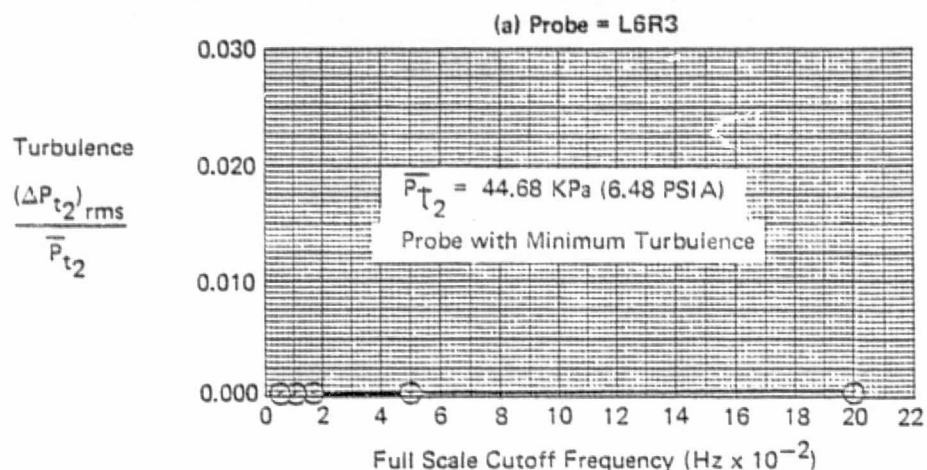


FIGURE F-21
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = 4$, $\beta = 0$, WAT2 = 79.7%

FSE - NASA DATA STUDY

DATA PART/POINT 529/4 IDENT. 56 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 04:25:48.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
1.8	4	0	2.5	18.7	0.0	79.7%	-25.0

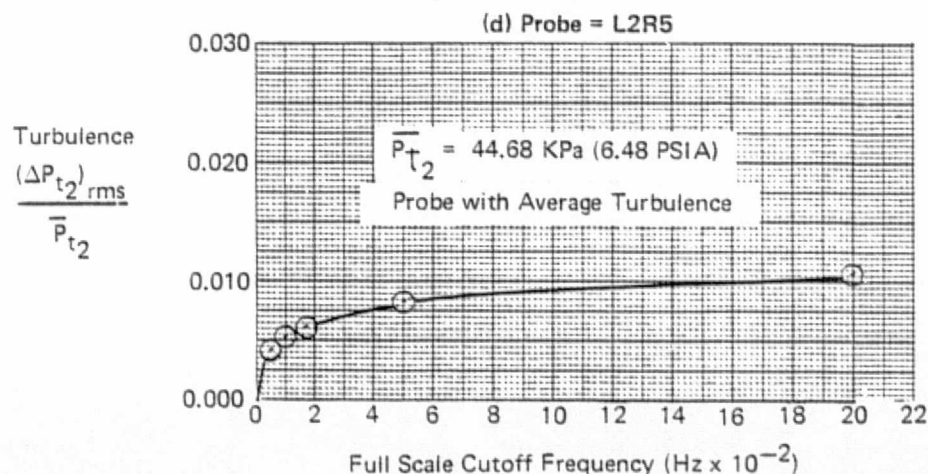
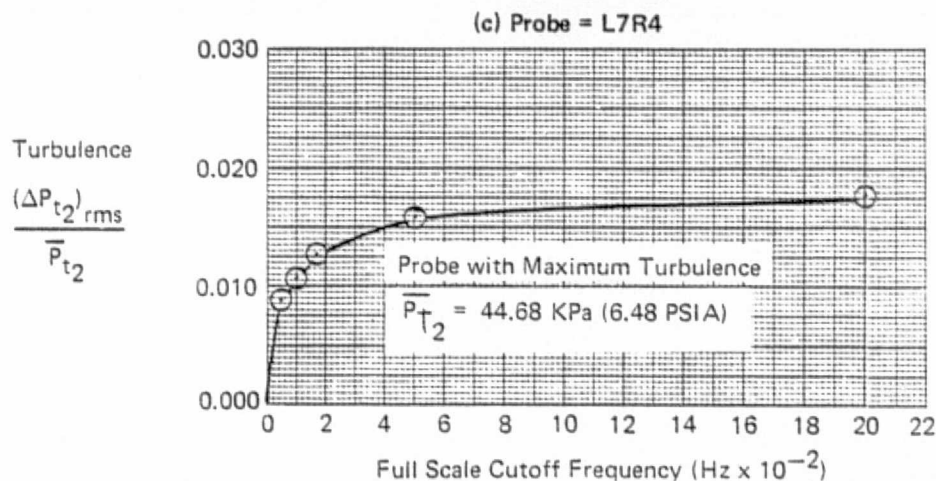


FIGURE F-21 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 1.8$, $\alpha = 4$, $\beta = 0$, $WAT2 = 79.7\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 249/5 IDENT. 60 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 06:15:59.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0774 (120.0)	65.0%	-25.0

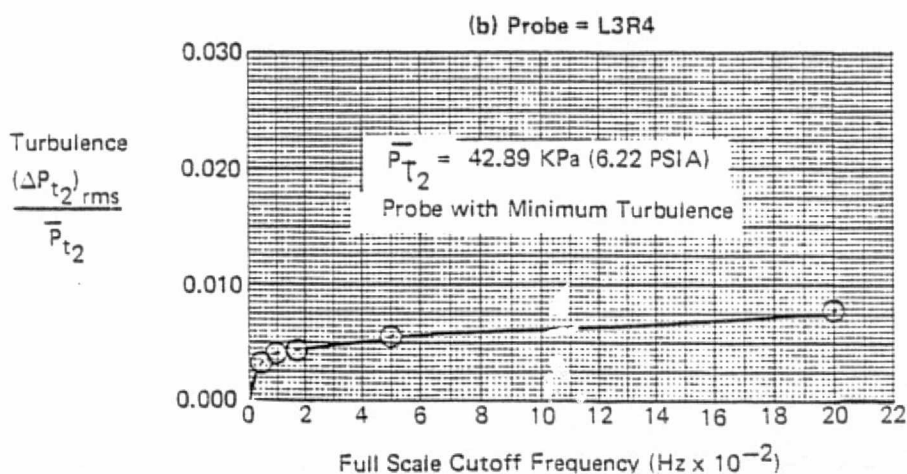
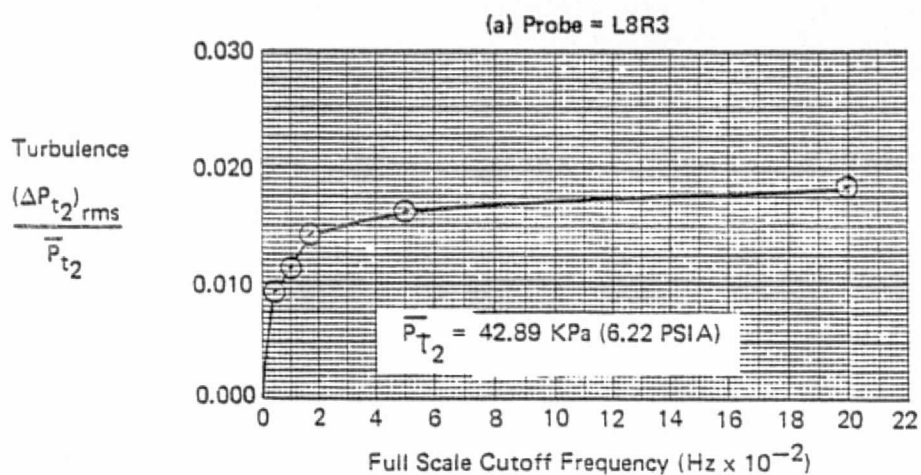


FIGURE F-22
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, WAT2 = 65.0%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 249/5 IDENT. 60 FREQUENCY RANGE = 8-12000 Hz
 THE SEGMENT START TIME WAS AT 06:15:59.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0774 (120.0)	65.0%	-25.0

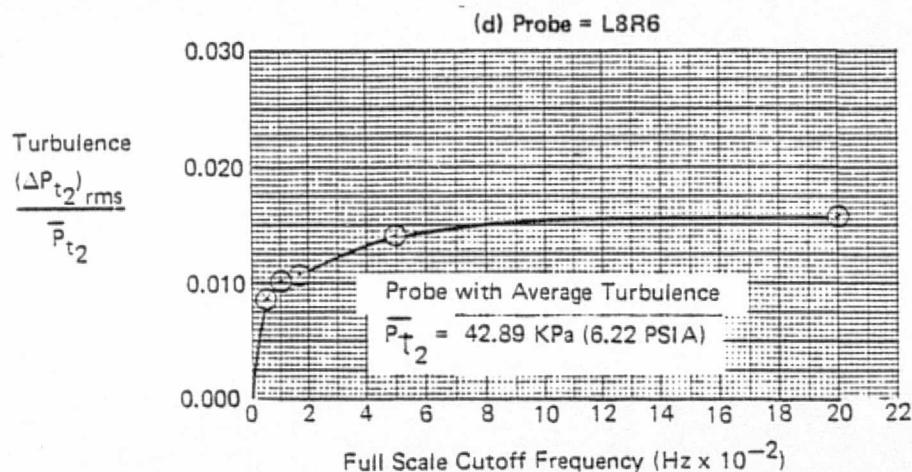
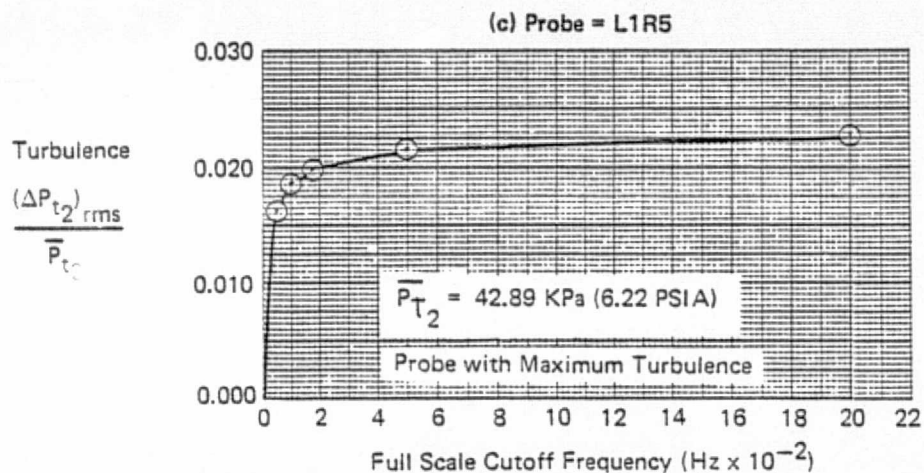


FIGURE F-22 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, WAT2 = 65.0%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 249/9 IDENT. 61 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 06:21:10.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0774 (120.0)	62.9%	-25.0

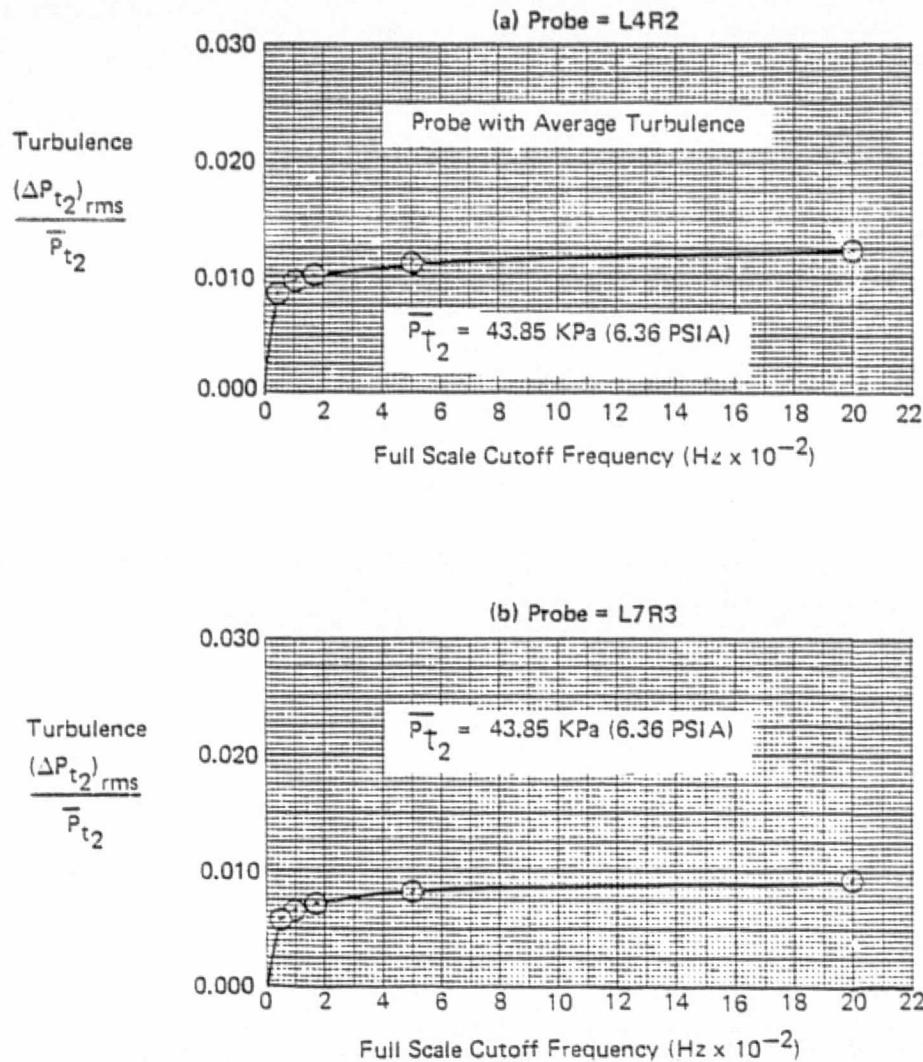


FIGURE F-23
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, WAT2 = 62.9%

ORIGINAL PAGE IS
OF POOR QUALITY

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 249/9 IDENT. 61 FREQUENCY RANGE = 6-12000 Hz
THE SEGMENT START TIME WAS AT 06:21:10.000
BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0774 (120.0)	62.9%	-25.0

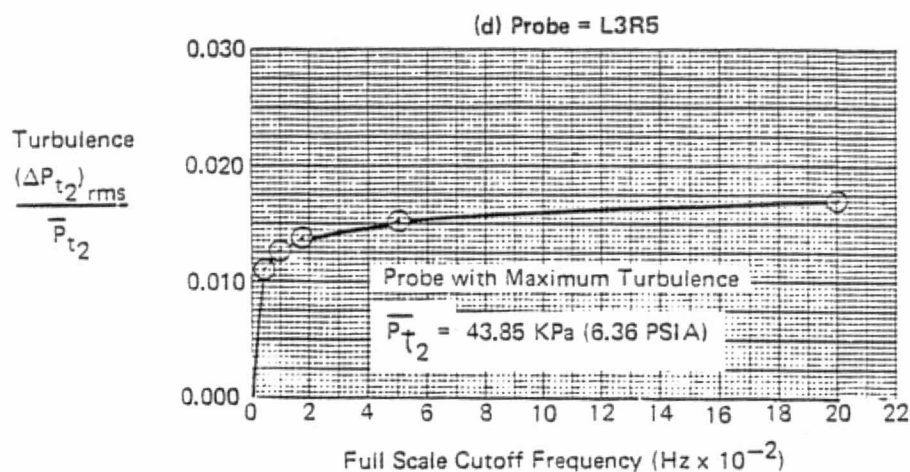
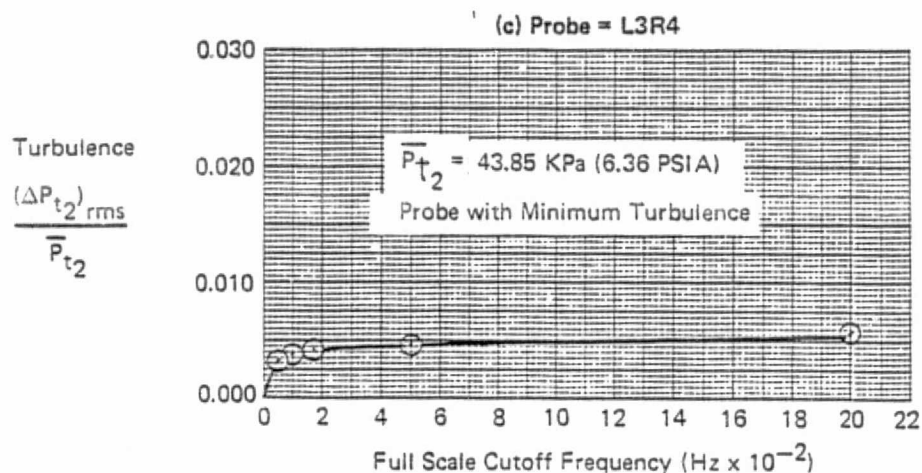


FIGURE F-23 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, $WAT2 = 62.9\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 385/5 IDENT. 62 FREQUENCY_RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:32:35.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0774 (120.0)	61.7%	-25.0

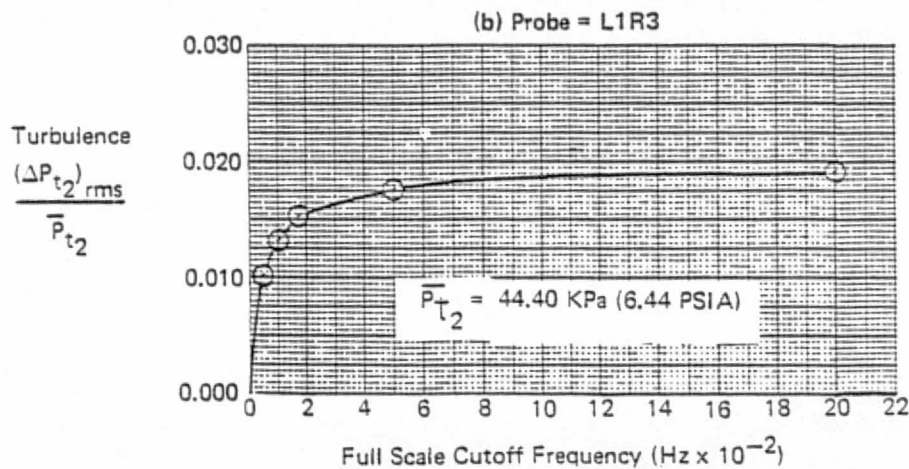
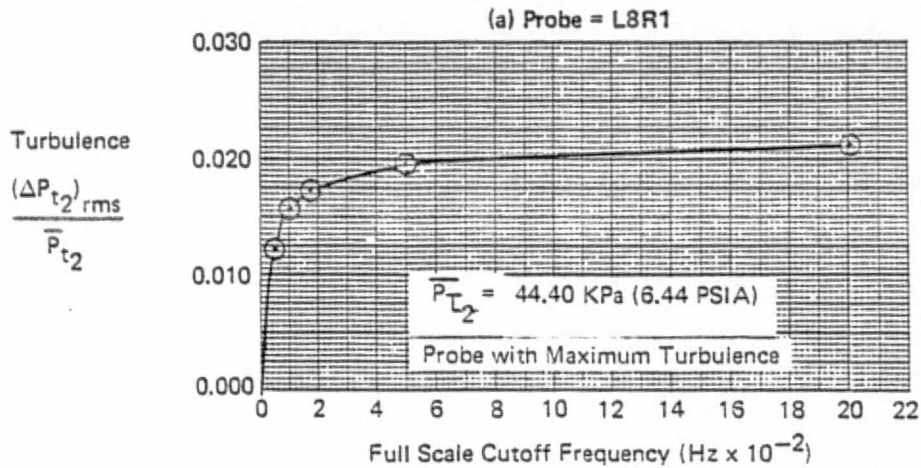


FIGURE F-24
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, WAT2 = 61.7%

FSCP - NASA DATA STUDY

DATA PART/POINT 385/5 IDENT. 62 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:32:35.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0774 (120.0)	61.7%	-25.0

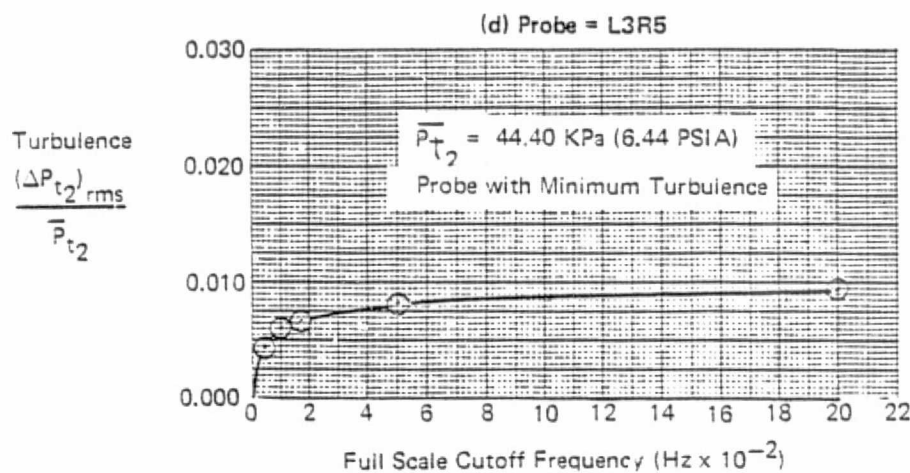
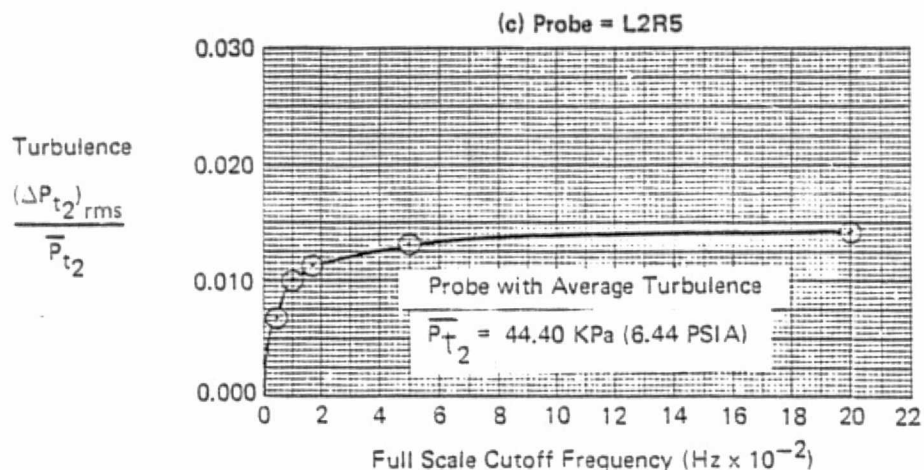


FIGURE F-24 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, $WAT2 = 61.7\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 385/2 IDENT. 63 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:29:15.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0775 (120.1)	62.3%	-25.0

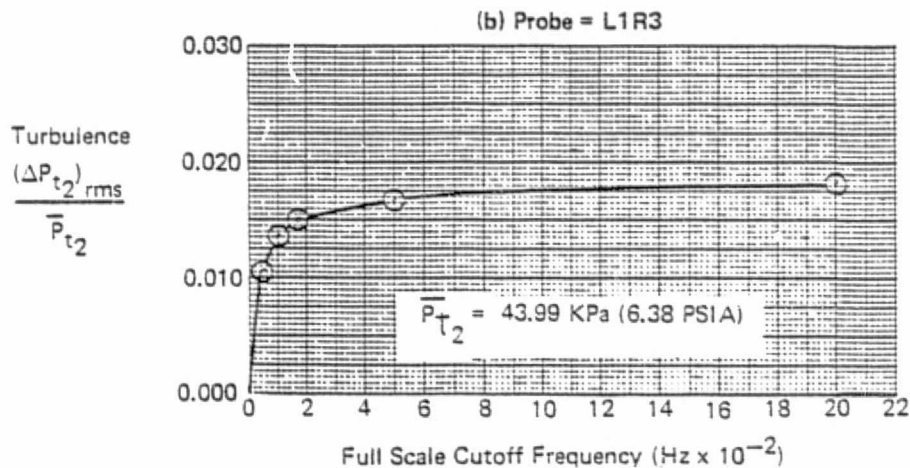
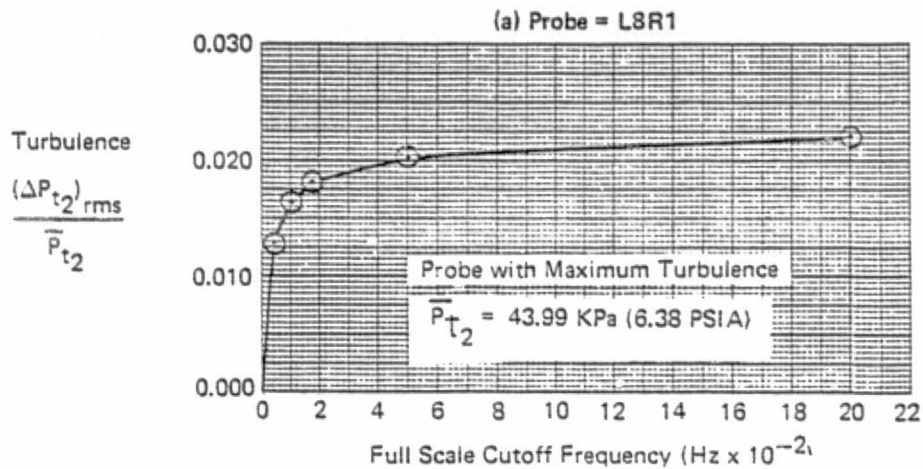


FIGURE F-25
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, $WAT2 = 62.3\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 385/2 IDENT. 63 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:29:15.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	25.0	.0775 (120.1)	62.3%	-25.0

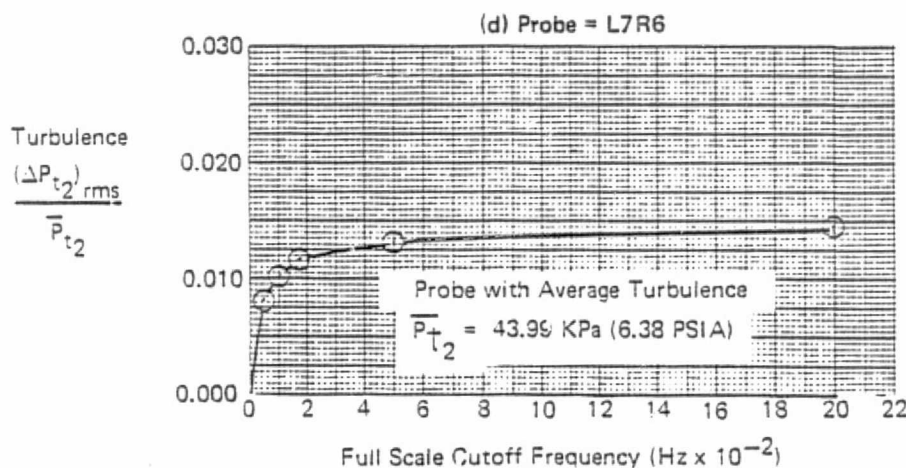
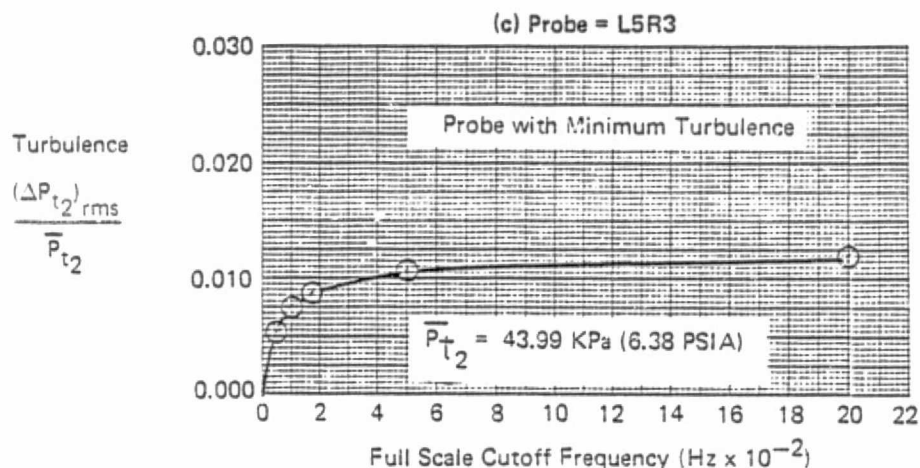


FIGURE F-25 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, $WAT2 = 62.3\%$

FSE - NASA DATA STUDY

DATA PART/POINT 542/2 IDENT. 64 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 22:51:48.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	24.8	.0278 (43.1)	60.2%	-25.0

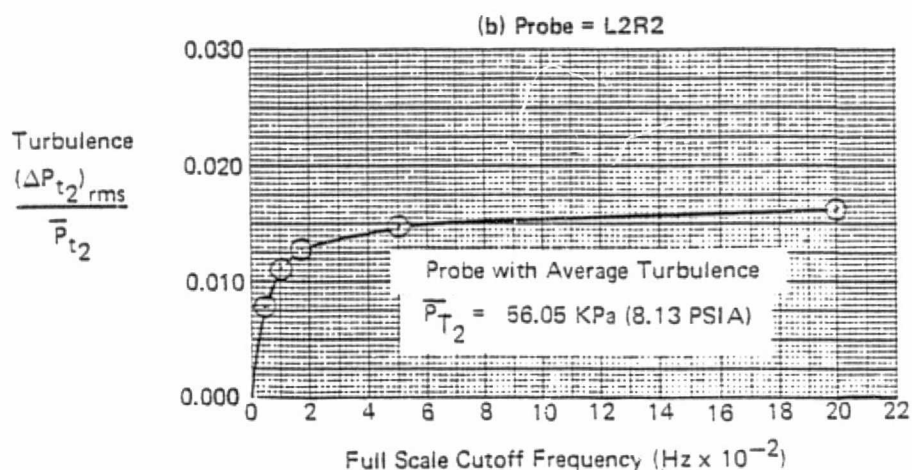
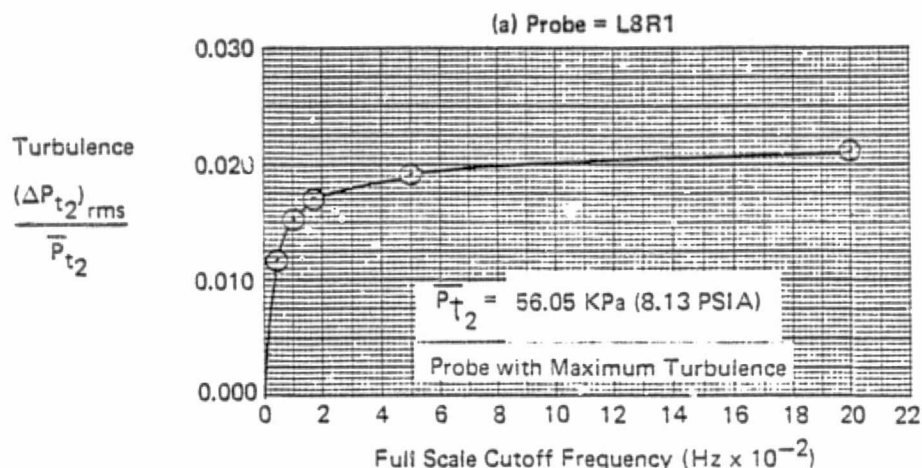


FIGURE F-26
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, $WAT2 = 60.2\%$

ORIGINAL PAGE IS
OF POOR QUALITY

FSE - NASA DATA STUDY

DATA PART/POINT 542/2 IDENT. 64 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 22:51:48.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	24.8	.0278 (43.1)	60.2%	-25.0

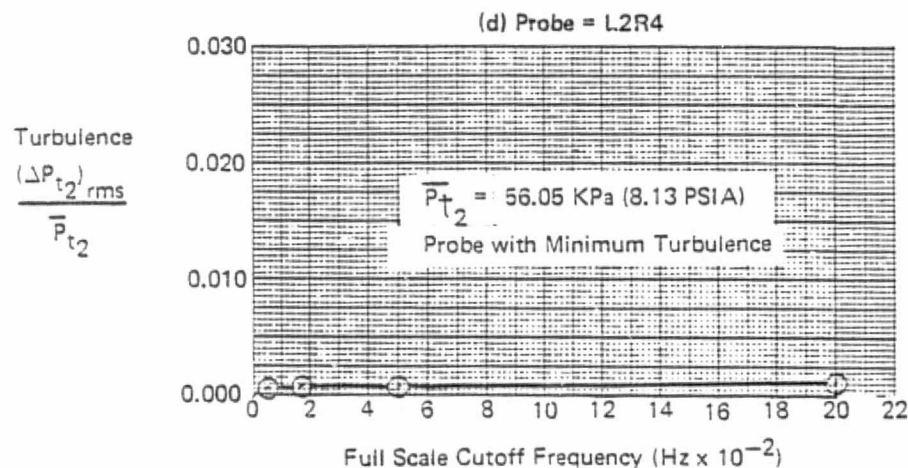
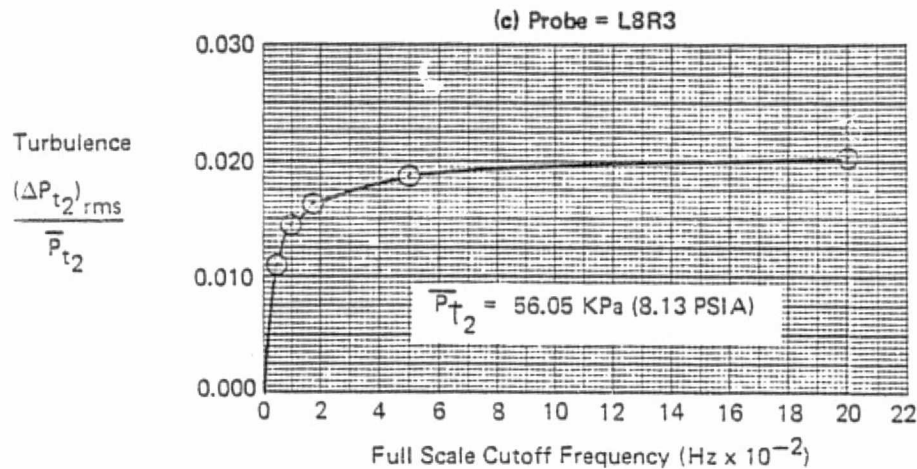


FIGURE F-26 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, WAT2 = 60.2%

FSE - NASA DATA STUDY

DATA PART/POINT 543/4 IDENT. 65 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 23:12:07.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	24.8	.0223 (34.5)	60.5%	-25.0

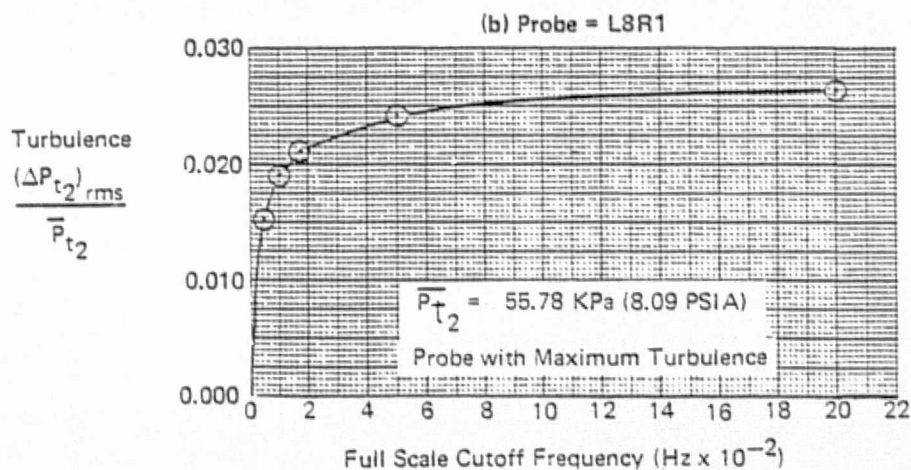
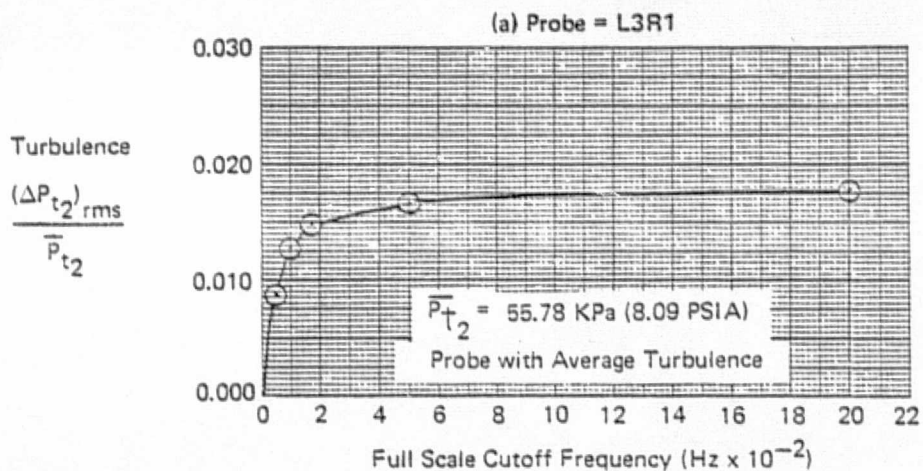


FIGURE F-27
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, WAT2 = 60.5%

FSE - NASA DATA STUDY

DATA PART/POINT 543/4 IDENT. 65 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 23:12:07.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	-2	0	-4.0	24.8	.0223 (34.5)	60.5%	-25.0

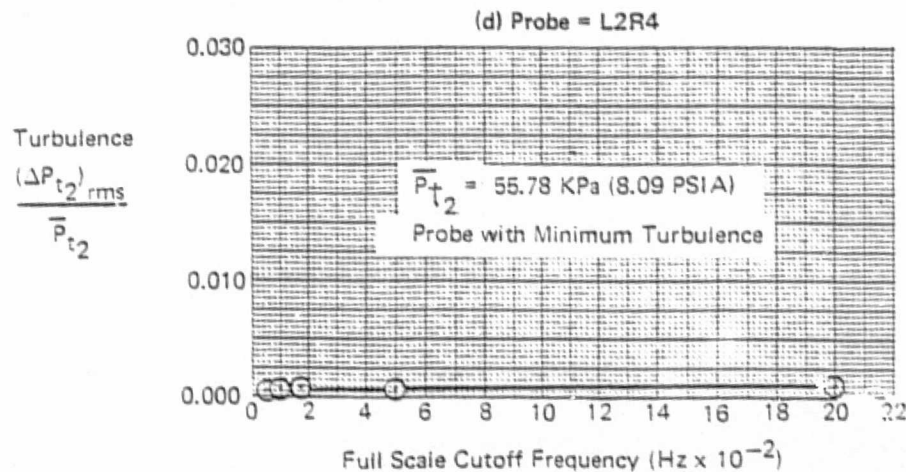
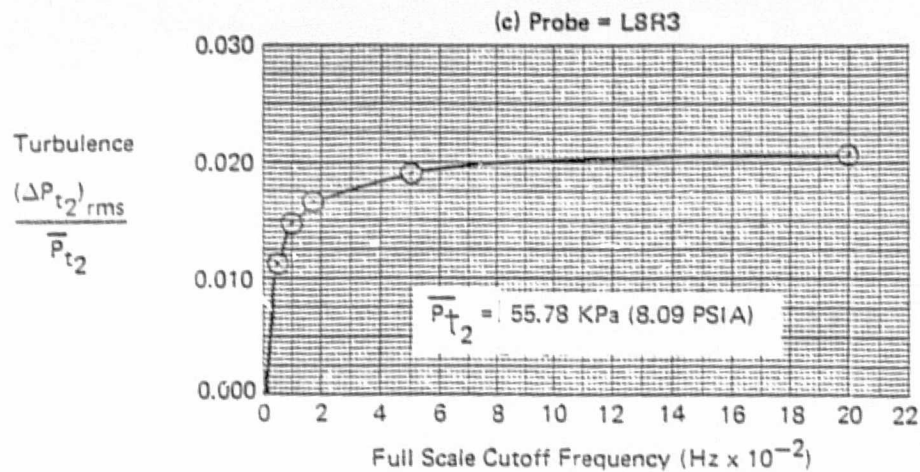


FIGURE F-27 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = -2$, $\beta = 0$, $WAT2 = 60.5\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 184/7 IDENT. 66 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:22:12.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	69.3%	-25.0

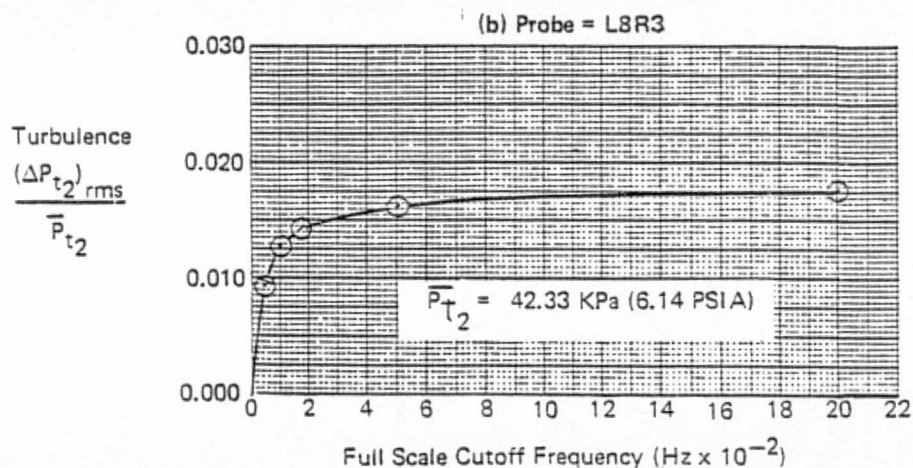
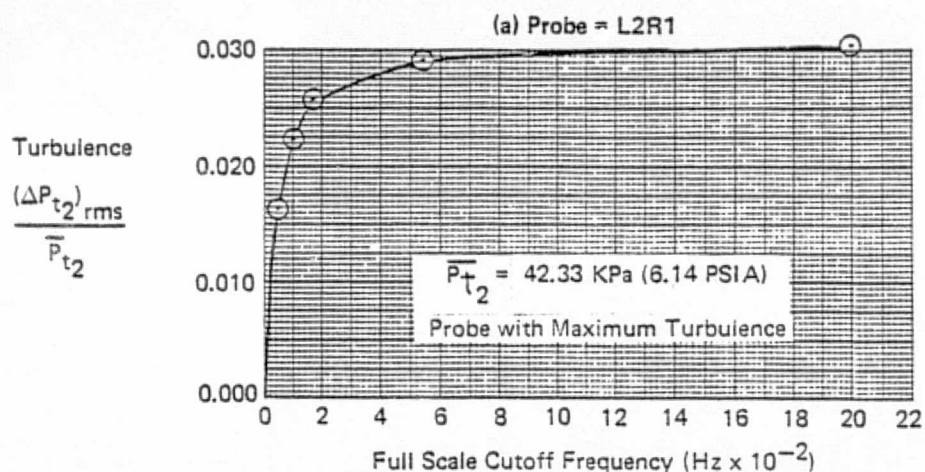


FIGURE F-28
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, WAT2 = 69.3%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 184/7 IDENT. 66 FREQUENCY RANGE = 4-12000 Hz
THE SEGMENT START TIME WAS AT 20:22:12.000
BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	69.3%	-25.0

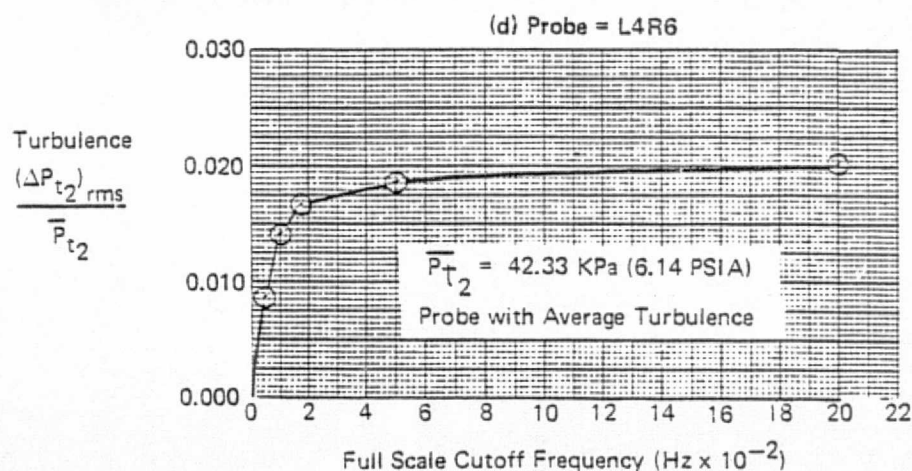
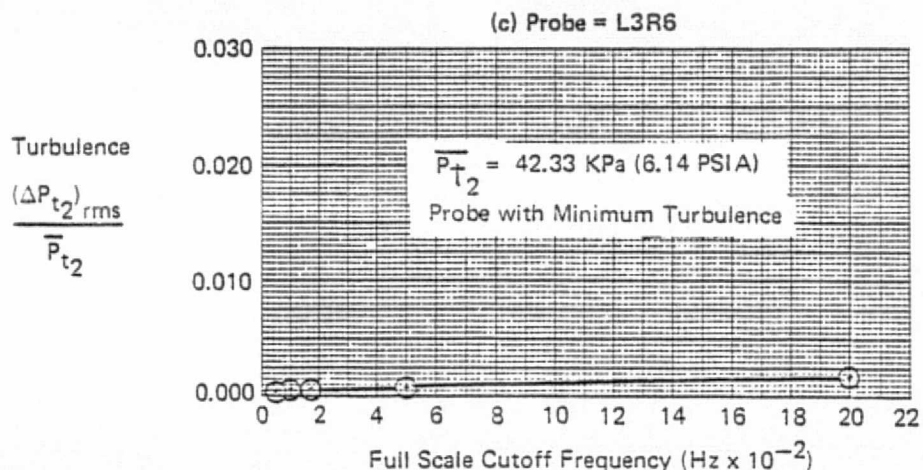


FIGURE F-28 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, WAT2 = 69.3%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 184/5 IDENT. 67 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:19:38.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	75.4%	-25.0

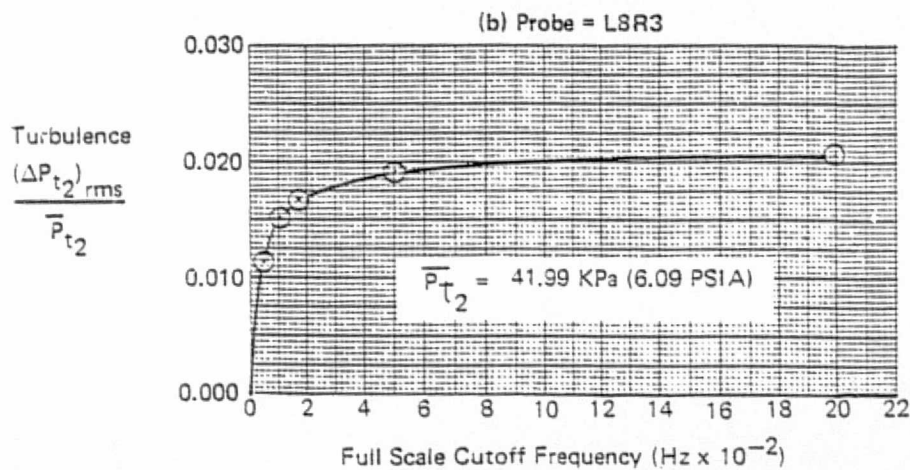
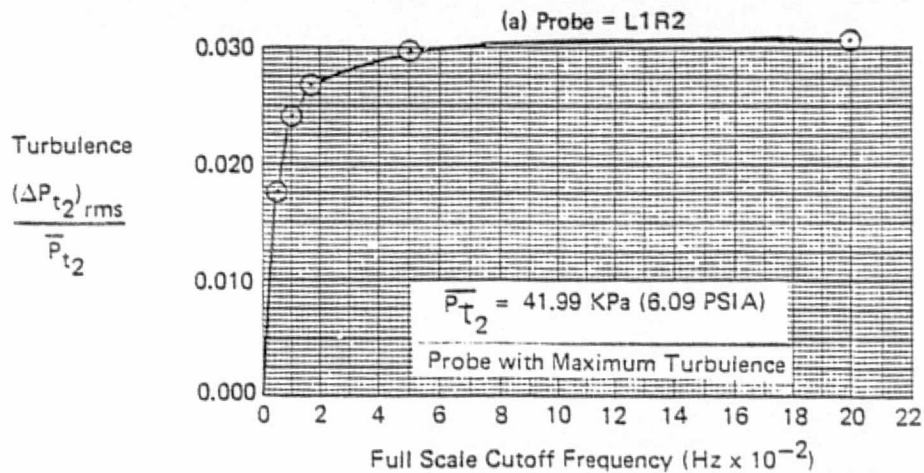


FIGURE F-29
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, WAT2 = 75.4%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 184/5 IDENT. 67 @ FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:19:38.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	75.4%	-25.0

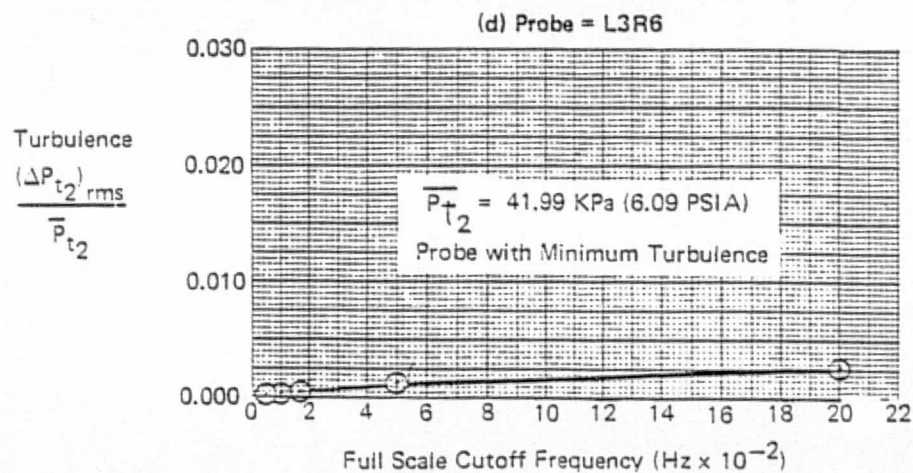
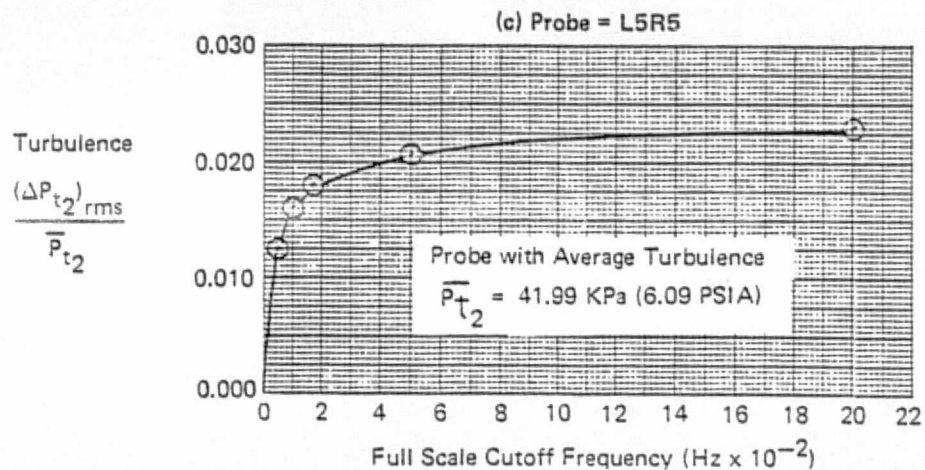


FIGURE F-29 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, $WAT2 = 75.4\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 413/9 IDENT. 68 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 22.30:10.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	73.6%	-25.0

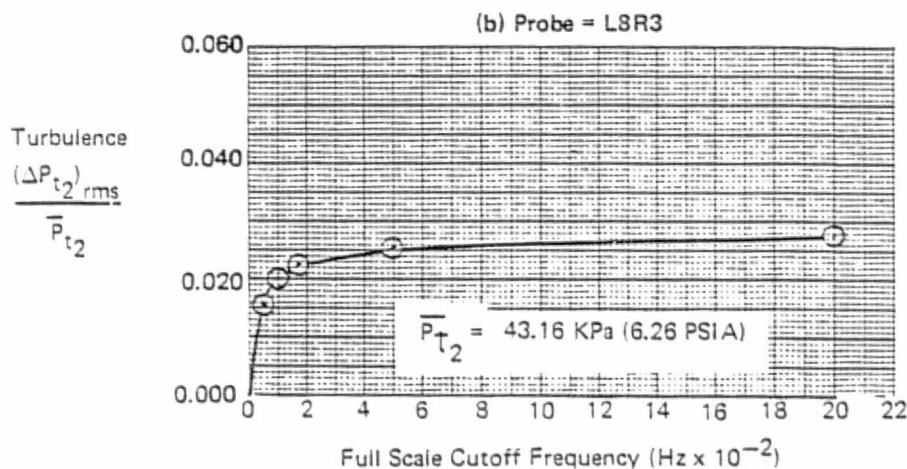
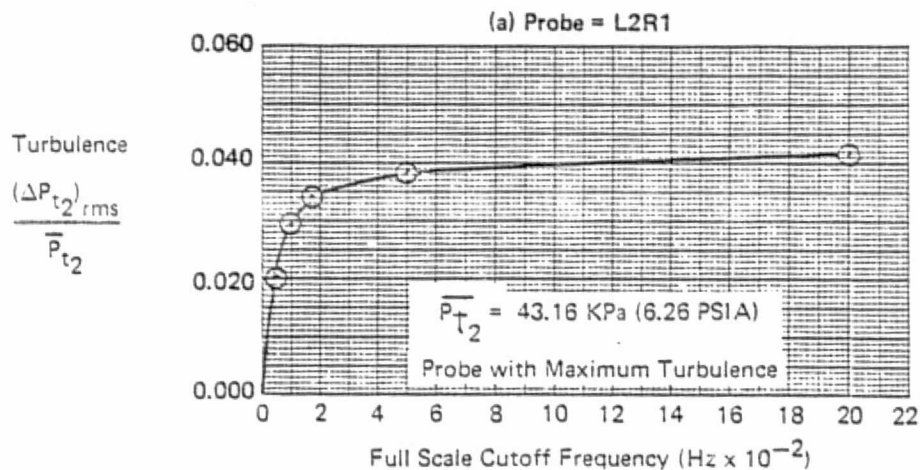


FIGURE F-30
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, WAT2 = 73.6%

FSCP - NASA DATA STUDY

DATA PART/POINT 413/9 IDENT. 68 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 22:30:10.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.3	0.0	73.6%	-25.0

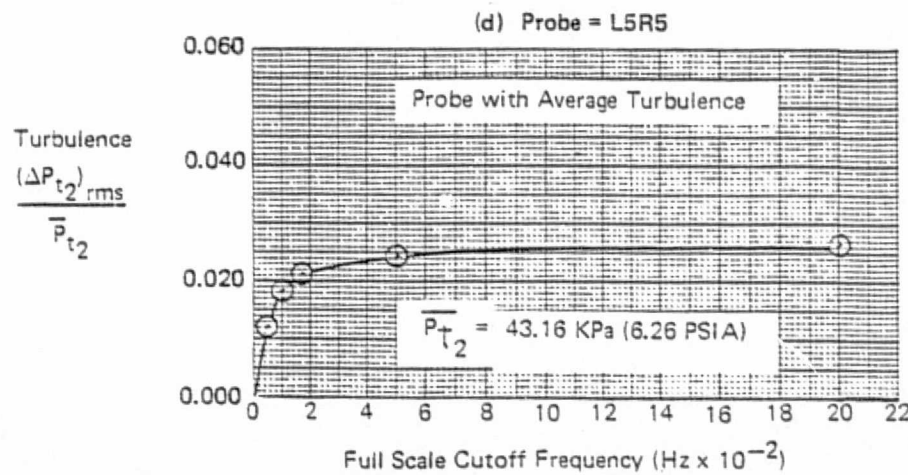
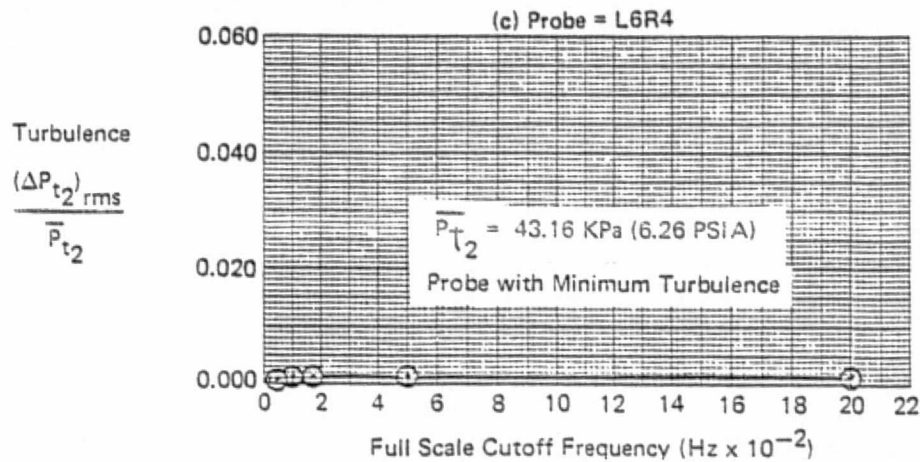


FIGURE F-30 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, WAT2 = 73.6%

FSCP - NASA DATA STUDY

DATA PART/POINT 413/12 IDENT. 69 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 22:34:15.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	68.3%	-25.0

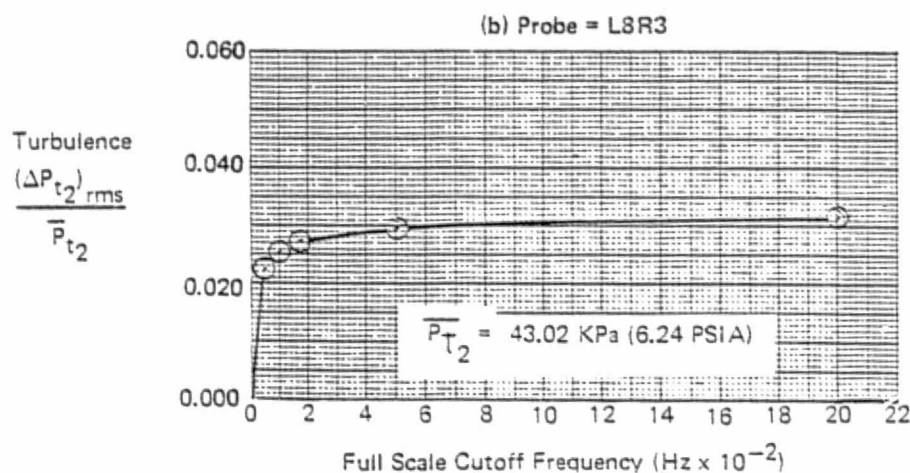
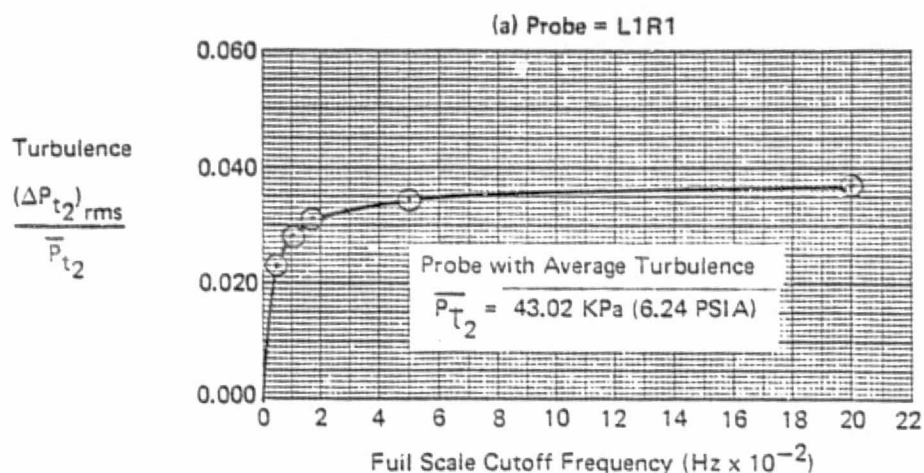


FIGURE F-31
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 0$, $\beta = 0$, WAT2 = 68.3%

FSCP - NASA DATA STUDY

DATA PART/POINT 413/12 IDENT. 69 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 22:34:15.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	0	0	-2.0	22.5	0.0	68.3%	-25.0

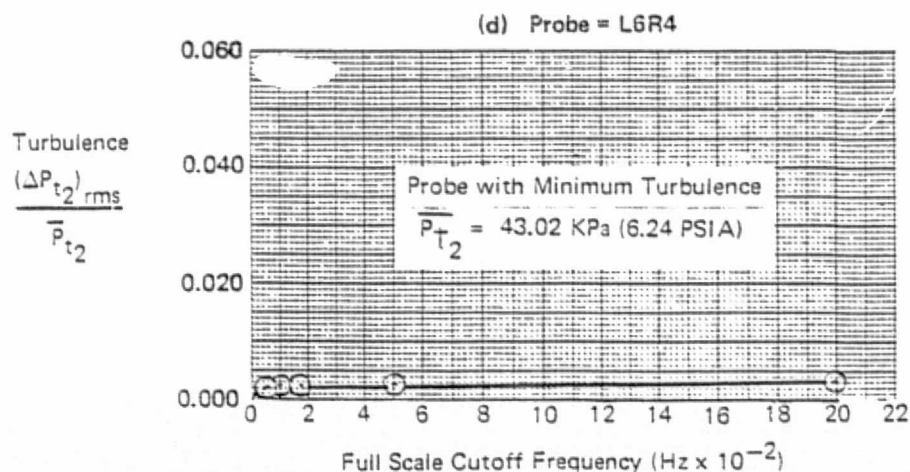
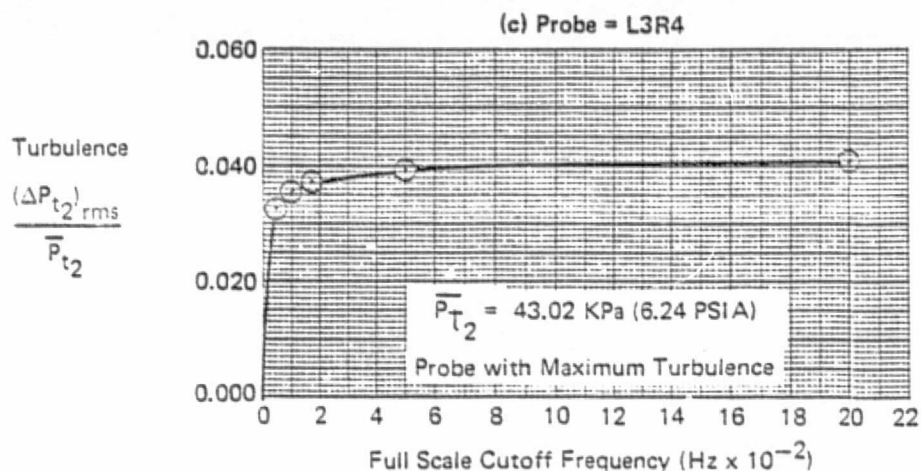


FIGURE F-31 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2, \alpha = 0, \beta = 0, \text{WAT2} = 68.3\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 425/1 IDENT. 70 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 05:09:58.870
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
2.21	0.1	0.2	16523 (54210)	-2.2	22.9	0.0	73.0%	-25.000

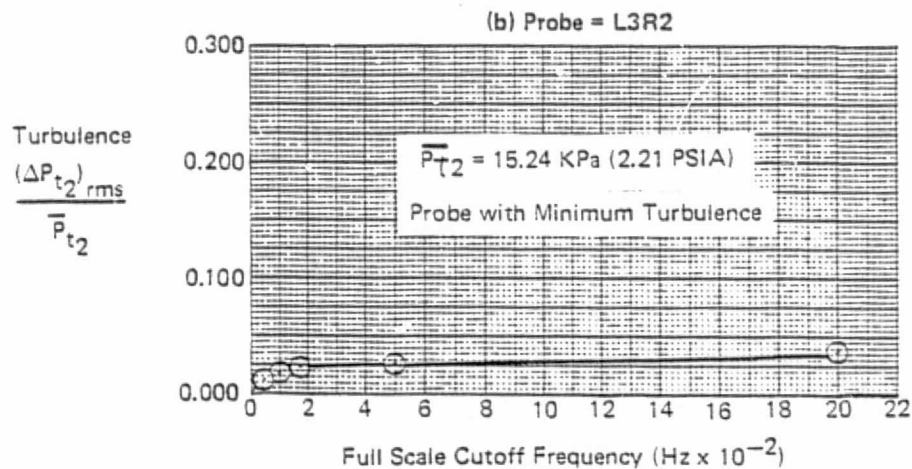
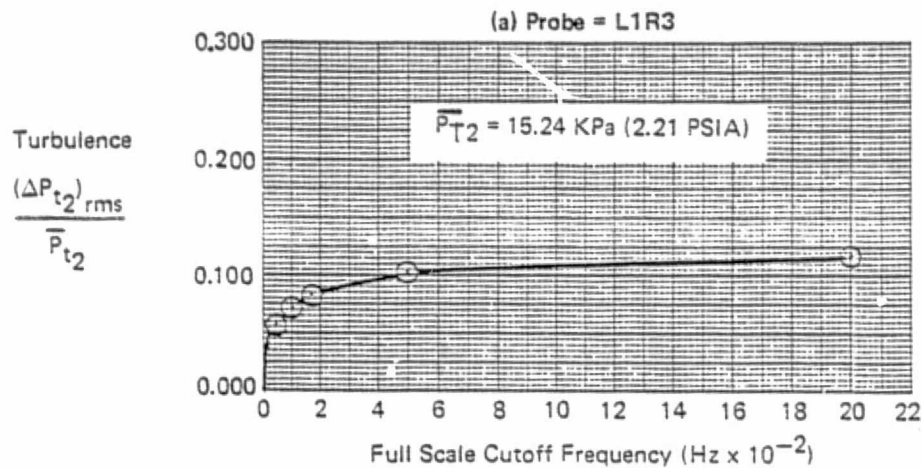


FIGURE F-32
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.21$, $\alpha = 0.1$, $\beta = 0.2$, $WAT2 = 73.0\%$

FLIGHT - NASA DATA STUDY

DATA FLIGHT/RUN 425/1 IDENT. 70 FREQUENCY RANGE = 4 - 2000 Hz
 THE SEGMENT START TIME WAS AT 05:09:58.870
 BANDWIDTH = 4.0 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	ALT	RHO	DELTA3	BYPASS	WAT2	CIVV
2.21	0.1	0.2	16523 (54210)	-2.2	22.9	0.0	73.0%	-25.000

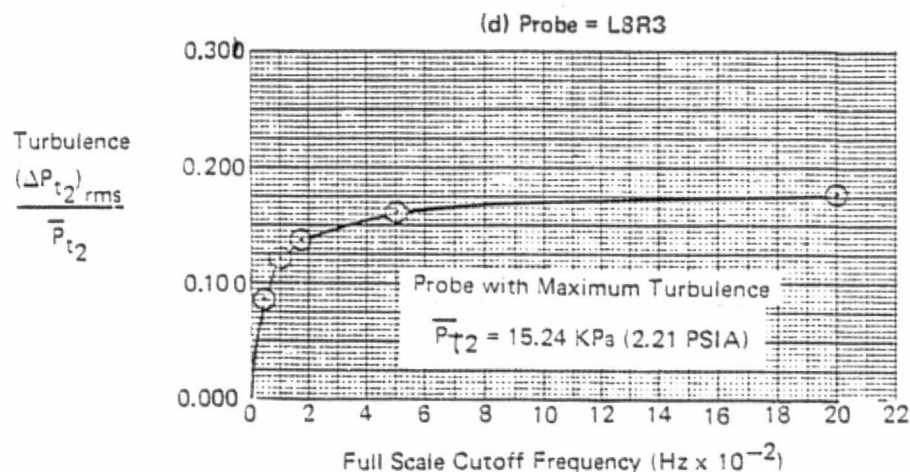
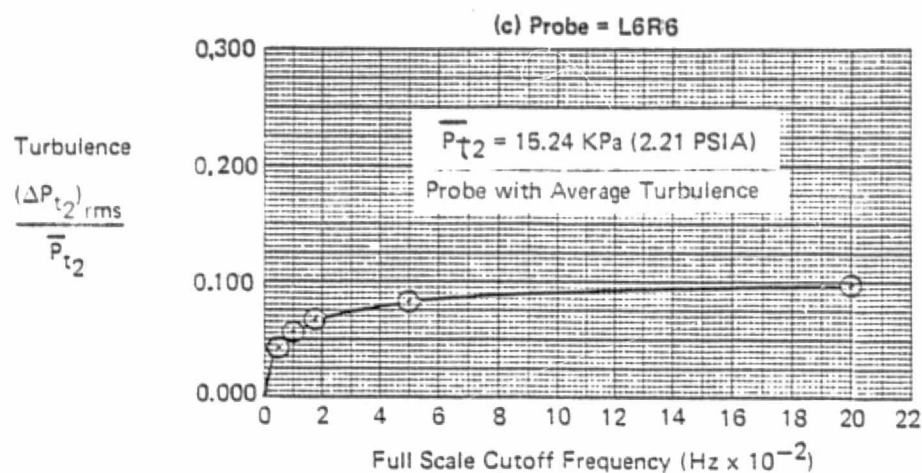


FIGURE F-32 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.21$, $\alpha = 0.1$, $\beta = 0.2$, $WAT2 = 73.0\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 382/3 IDENT. 71 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 00:52:38.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	4	0	0.0	25.0	.0774 (120.0)	60.7%	-25.0

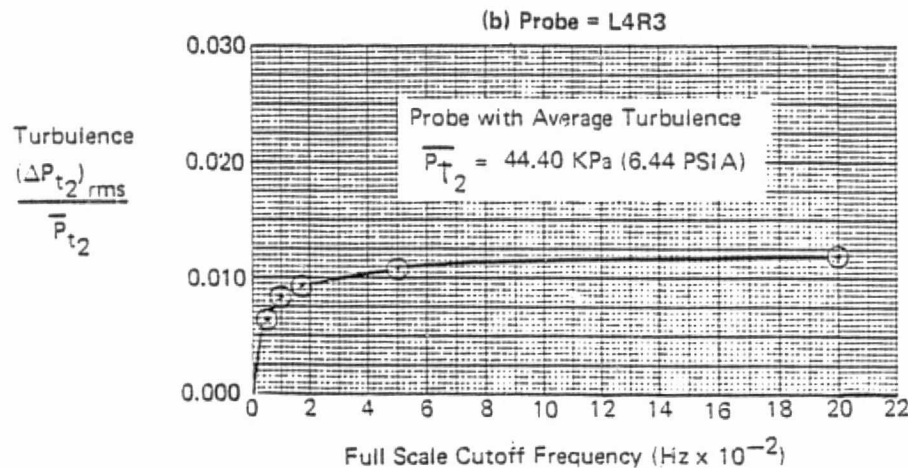
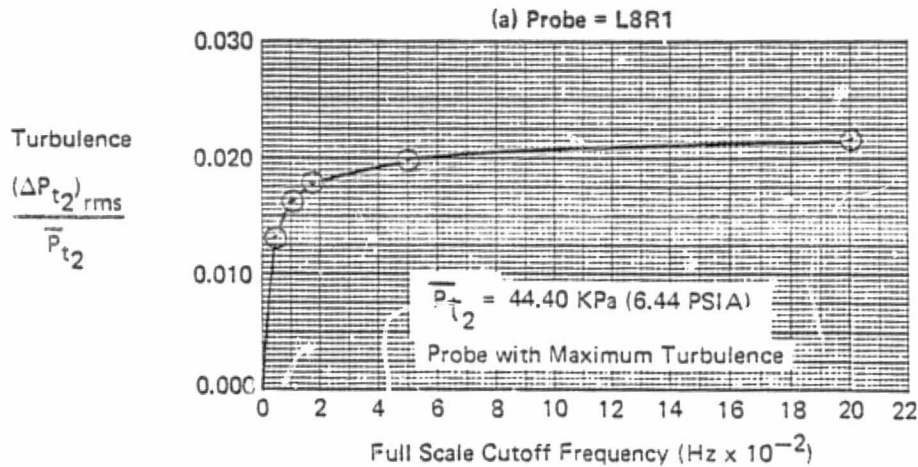


FIGURE F-33
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2, \alpha = 4, \beta = 0, \text{ WAT2} = 60.7\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 382/3 IDENT. 71 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 00:52:38.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	4	0	0.0	25.0	.0774 (120.0)	60.7%	-25.0

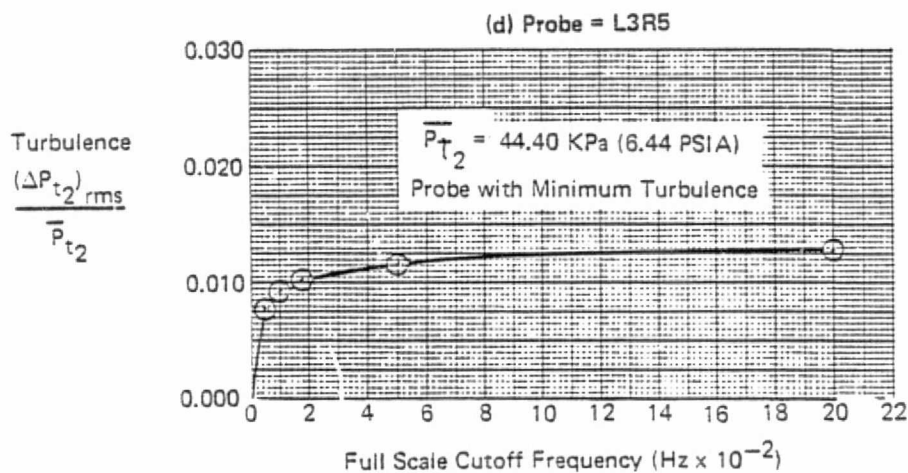
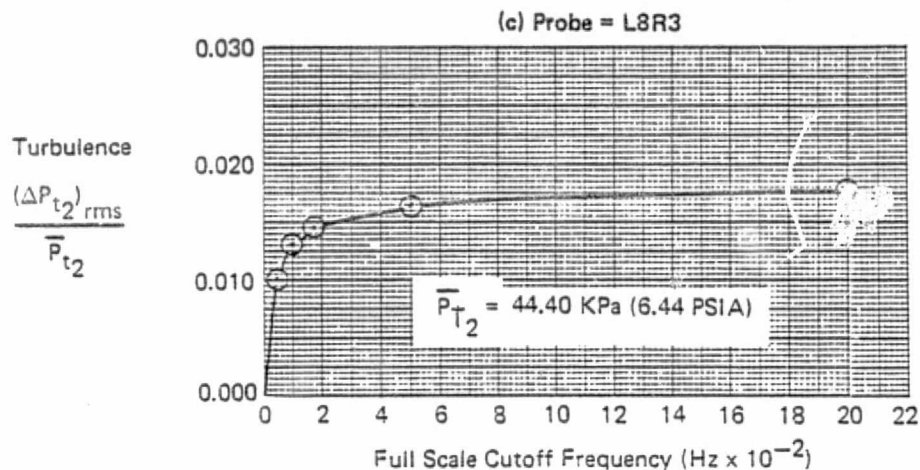


FIGURE F-33 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 4$, $\beta = 0$, WAT2 = 60.7%

ORIGINAL PAGE IS
 OF POOR QUALITY

FSE - NASA DATA STUDY

DATA PART/POINT 545/2 IDENT. 72 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 23:30:02.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	4	0	1.0	25.0	.0781 (121.1)	59.2%	-25.0

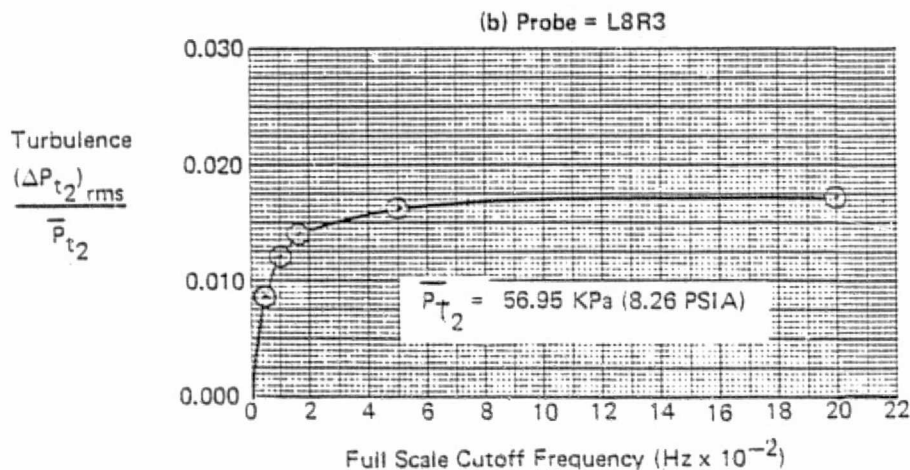
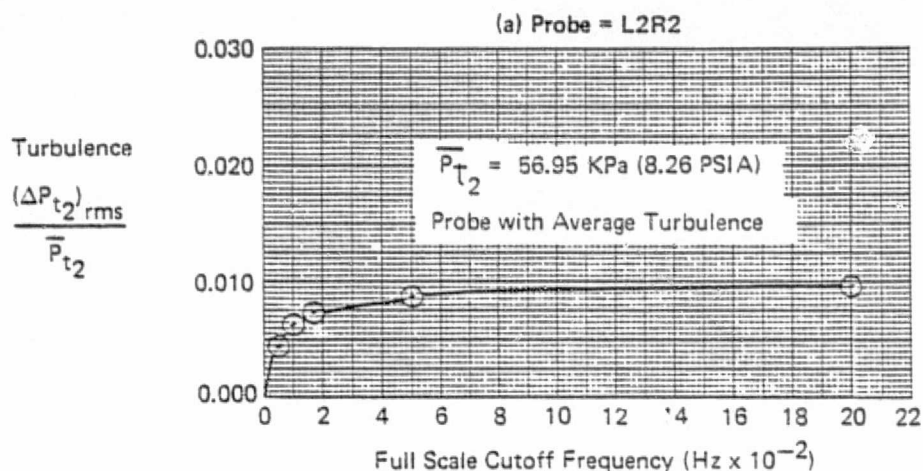


FIGURE F-34
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2, \alpha = 4, \beta = 0, \text{ WAT2} = 59.2\%$

FSE - NASA DATA STUDY

DATA PART/POINT 545/2 IDENT. 72 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 23:30:02.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	4	0	1.0	25.0	.0781 (121.1)	59.2%	-25.0

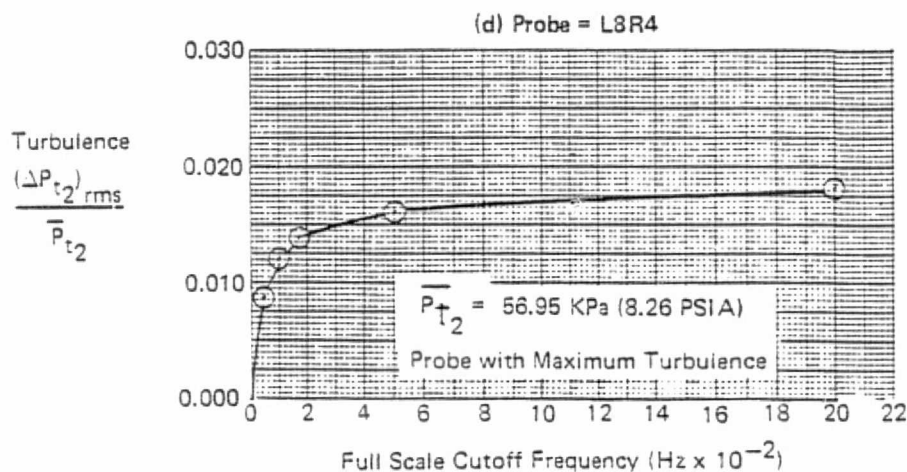
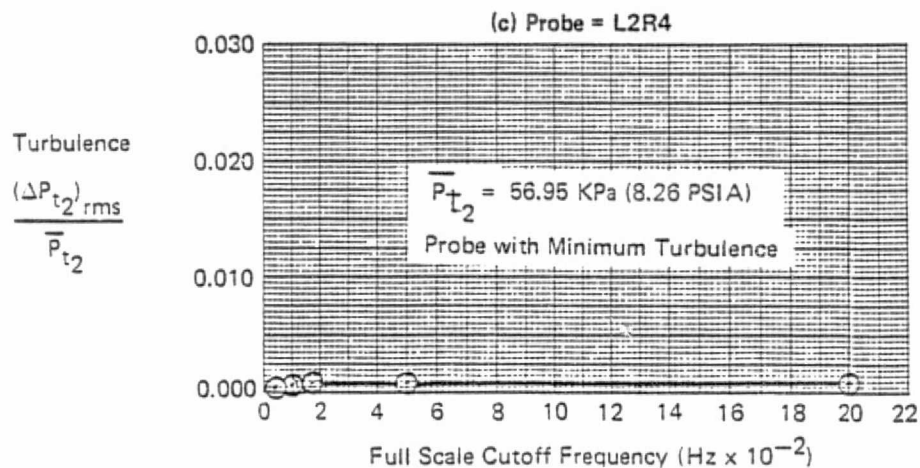


FIGURE F-34 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 4$, $\beta = 0$, $WAT2 = 59.2\%$

FSE - NASA DATA STUDY

DATA PART/POINT 546/4 IDENT. 73 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 23:43:50.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	4	0	1.0	25.0	.0781 (121.1)	58.2%	-25.0

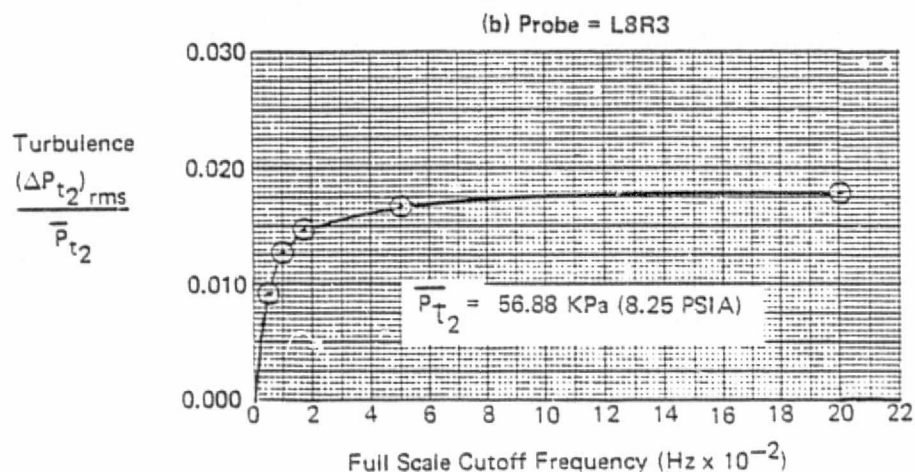
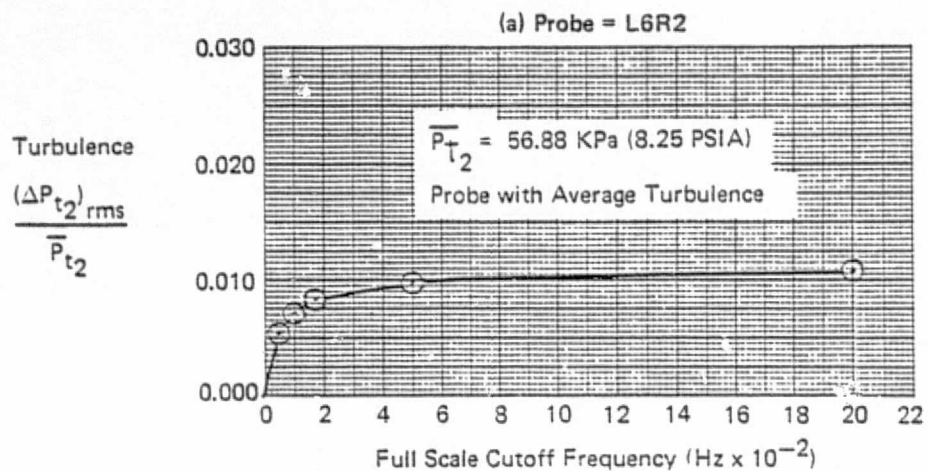


FIGURE F-35
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 4$, $\beta = 0$, $WAT2 = 58.2\%$

FSE - NASA DATA STUDY

DATA PART/POINT 546/4 IDENT. 73 FREQUENCY RANGE = 4 — 2024 Hz
 THE SEGMENT START TIME WAS AT 23:43:50.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	4	0	1.0	25.0	.0781 (121.1)	58.2%	-25.0

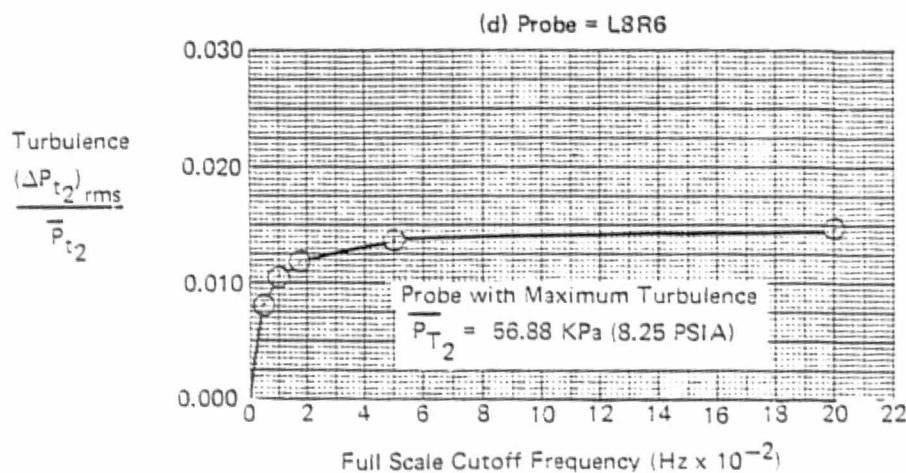
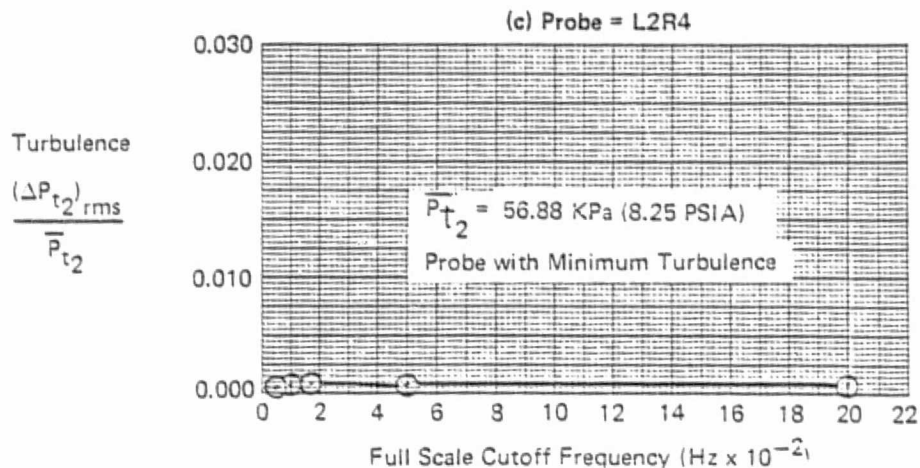


FIGURE F-35 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 4$, $\beta = 0$, WAT2 = 58.2%

FSCP - NASA DATA STUDY

DATA PART/POINT 384/2 IDENT. 76 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:21:54.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	12	0	6.8	25.0	.0774 (120.0)	60.8%	-25.0

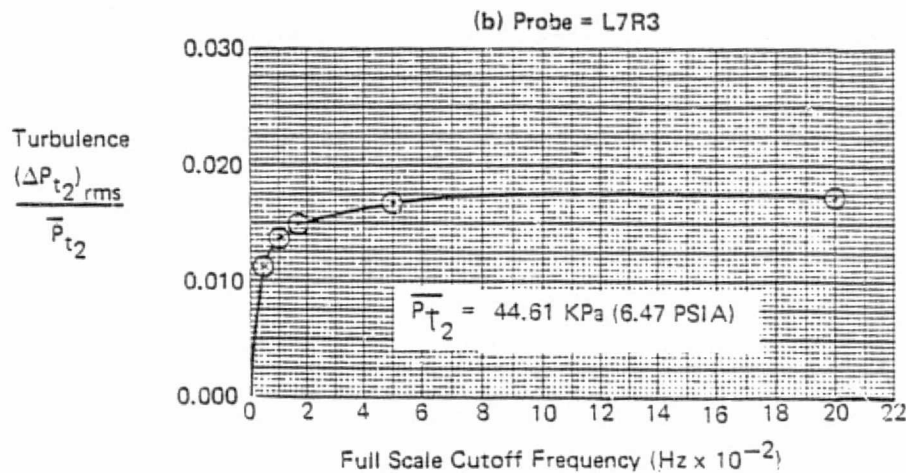
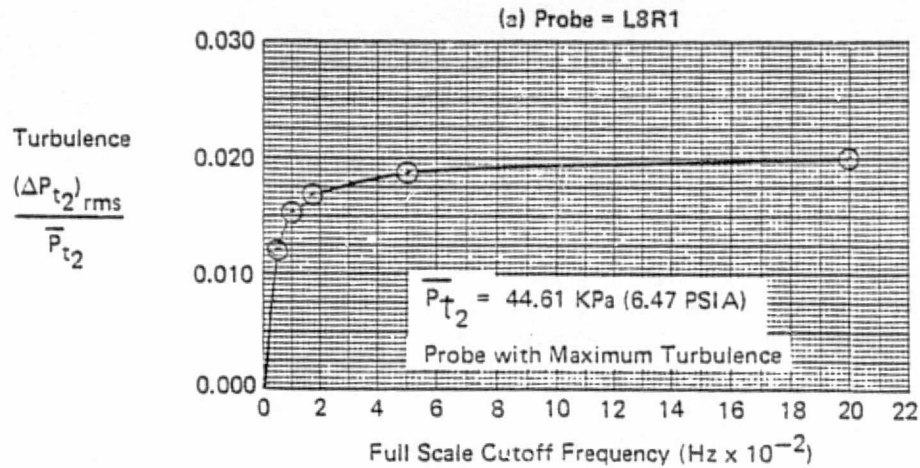


FIGURE F-36
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 12$, $\beta = 0$, $WAT2 = 60.8\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 384/2 IDENT. 78 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:21:54.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	12	0	6.8	25.0	.0774 (120.0)	60.8%	-25.0

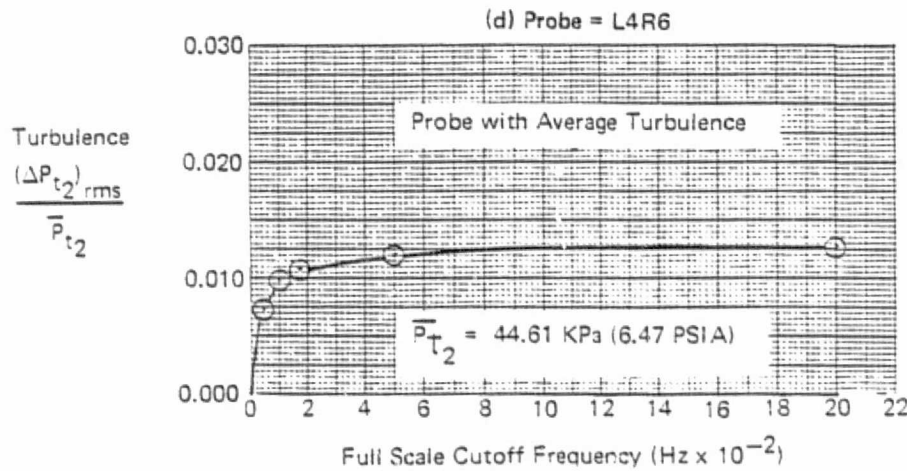
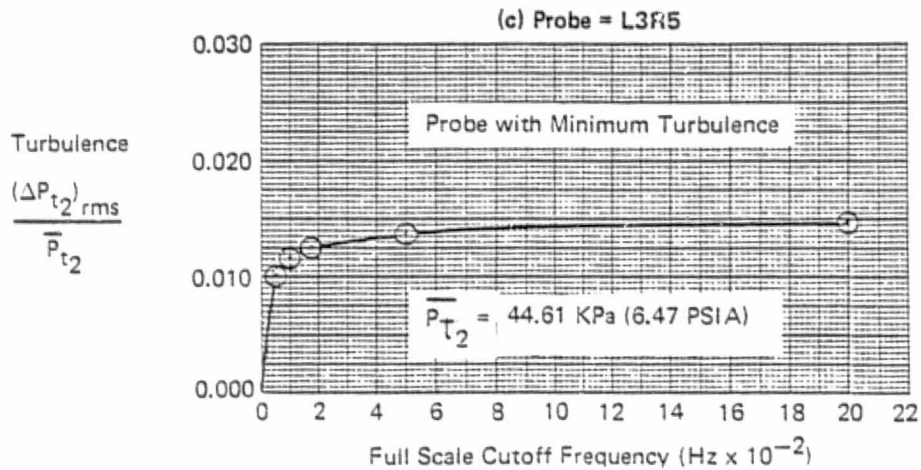


FIGURE F-36 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 12$, $\beta = 0$, $WAT2 = 60.8\%$

FSE - NASA DATA STUDY

DATA PART/POINT 548/3 IDENT. 77 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 00:19:28.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 1.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	11	0	6.8	24.8	.0774 (120.0)	59.0%	-25.0

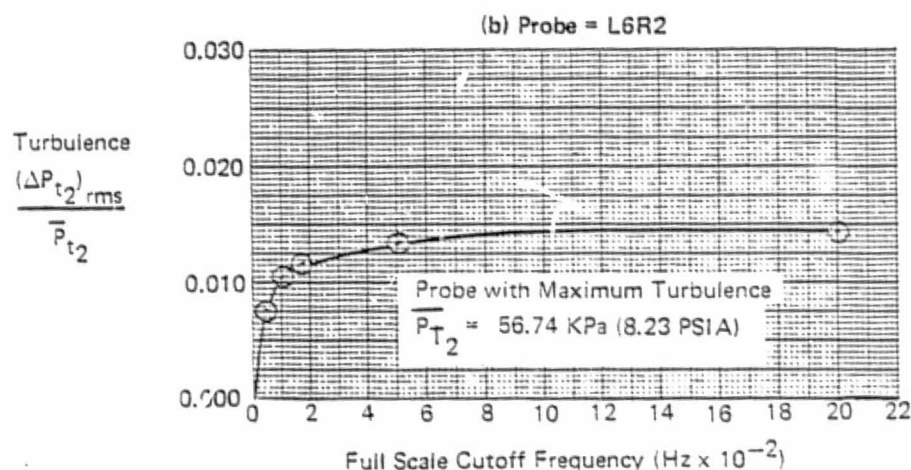
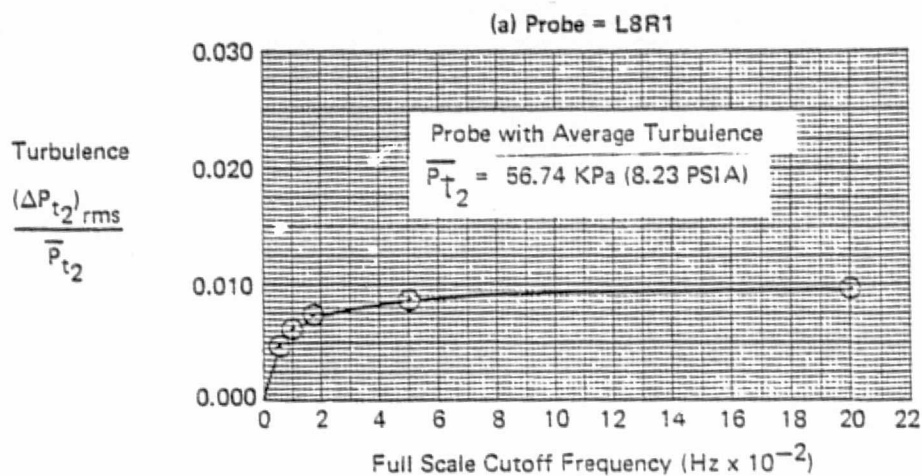


FIGURE F-37
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 11$, $\beta = 0$, WAT2 = 59.0%

ORIGINAL PAGE 13
OF POOR QUALITY

FSE - NASA DATA STUDY

DATA PART/POINT 548/3 IDENT. 77 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 00:19:28.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	11	0	6.8	24.8	.0774 (120.0)	59.0%	-25.0

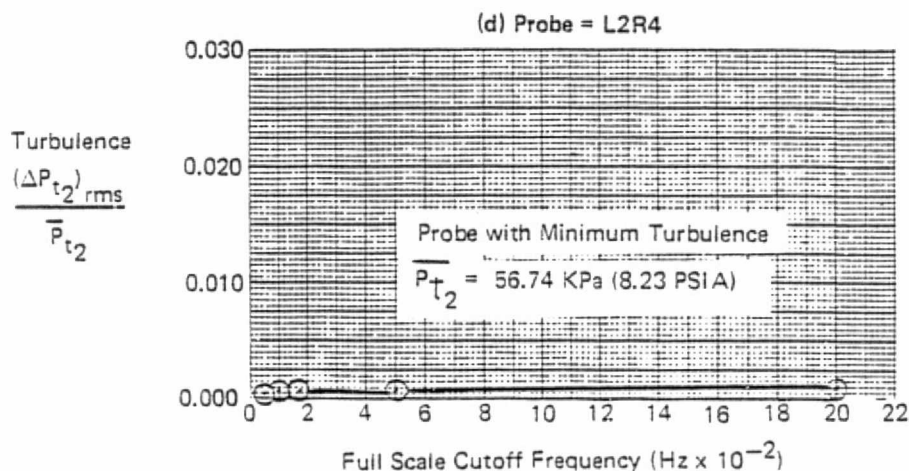
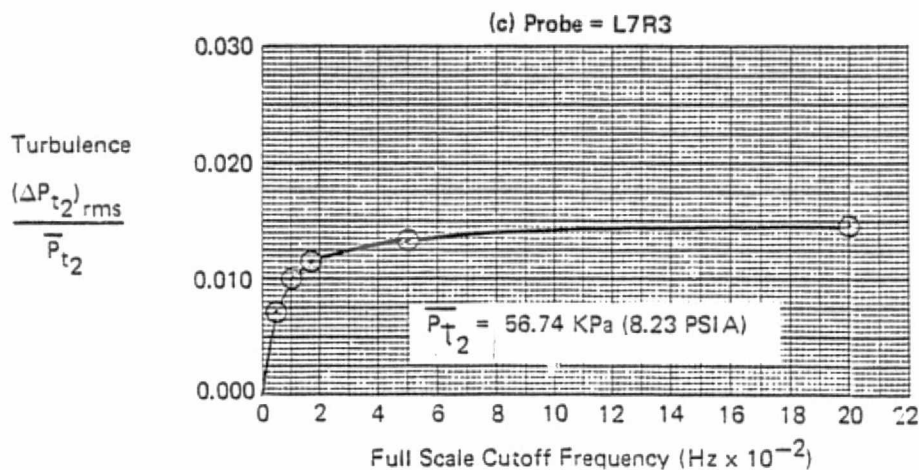


FIGURE F-37 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 11$, $\beta = 0$, WAT2 = 59.0%

FSE - NASA DATA STUDY

DATA PART/PC:NT 549/8 IDENT. 78 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 01:05:42.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	11	0	6.8	24.8	.0677 (105.0)	59.8%	-25.0

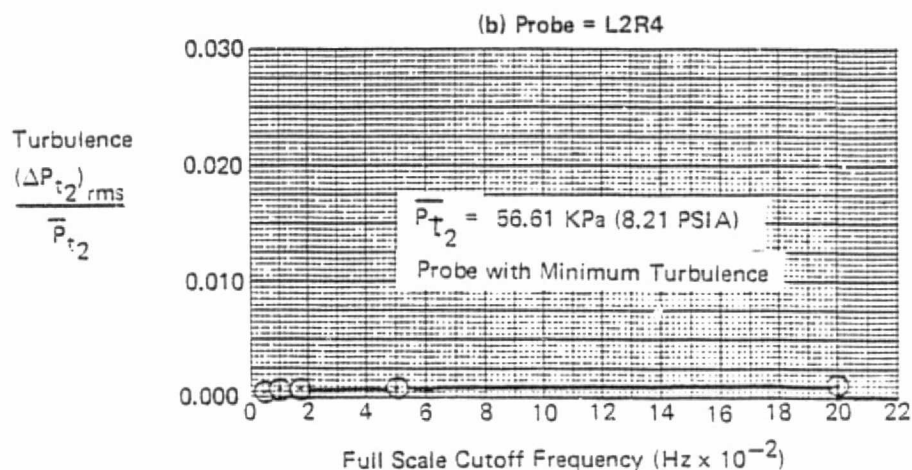
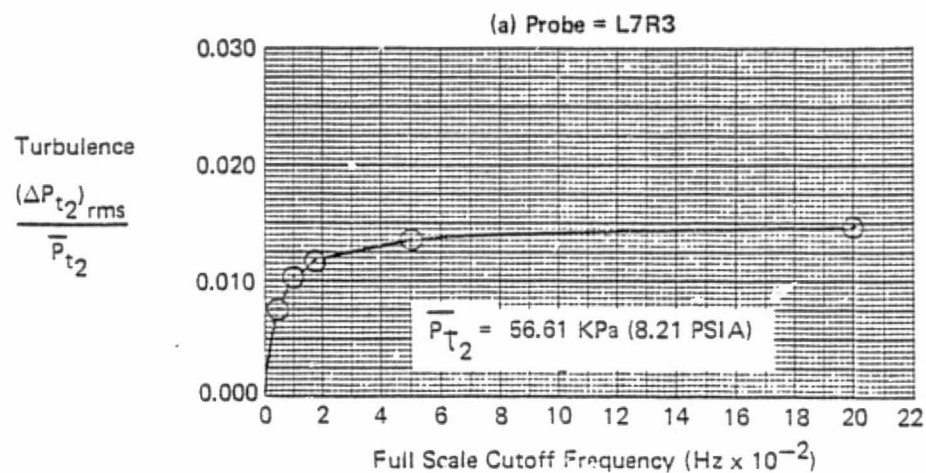


FIGURE F-38
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_o = 2.2$, $\alpha = 11$, $\beta = 0$, WAT2 = 59.8%

FSE - NASA DATA STUDY

DATA PART/POINT 549/8 IDENT. 78 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 01:05:42.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.2	11	0	6.8	24.8	.0677 (105.0)	59.8%	-25.0

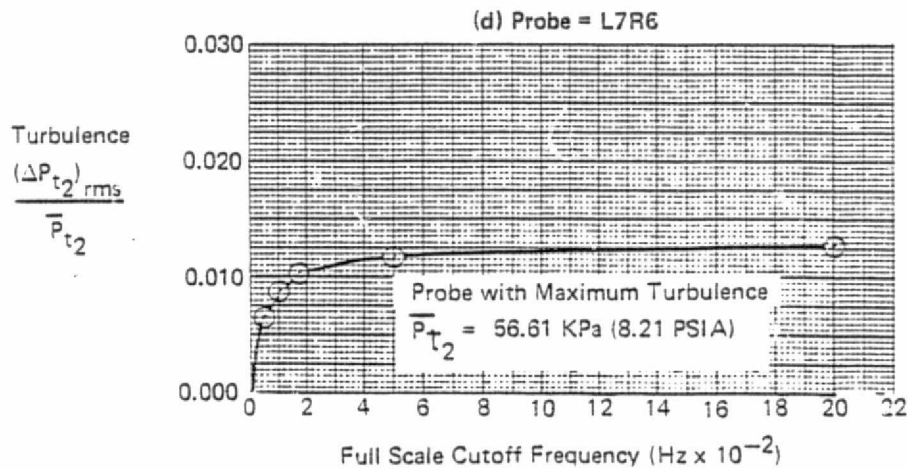
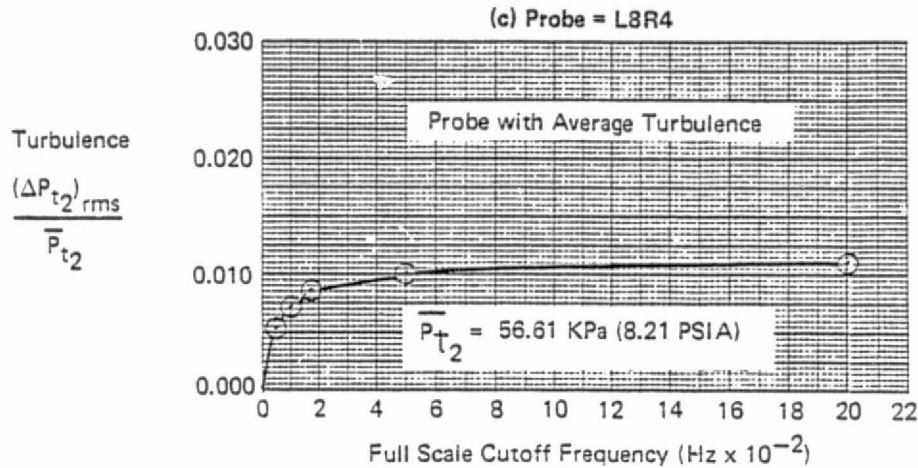


FIGURE F-38 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.2$, $\alpha = 11$, $\beta = 0$, $WAT2 = 59.8\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 227/7 IDENT. 79 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT- 20:27:47.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	25.0	.0774 (120.0)	63.1%	-25.0

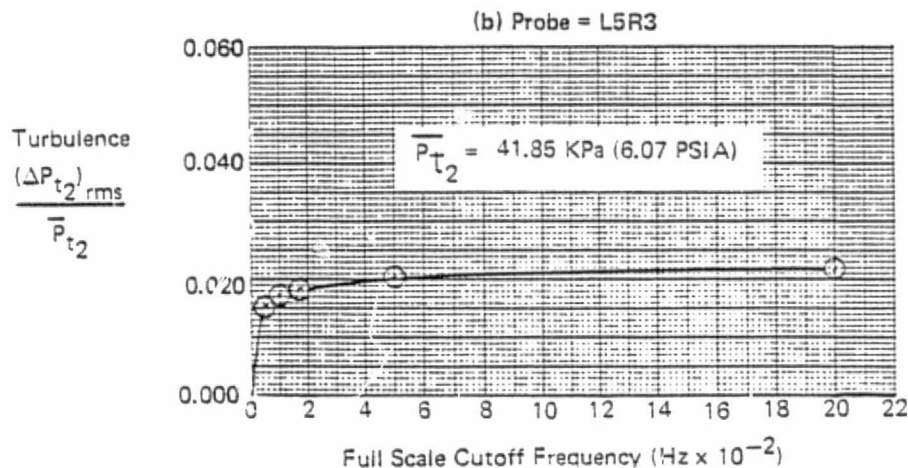
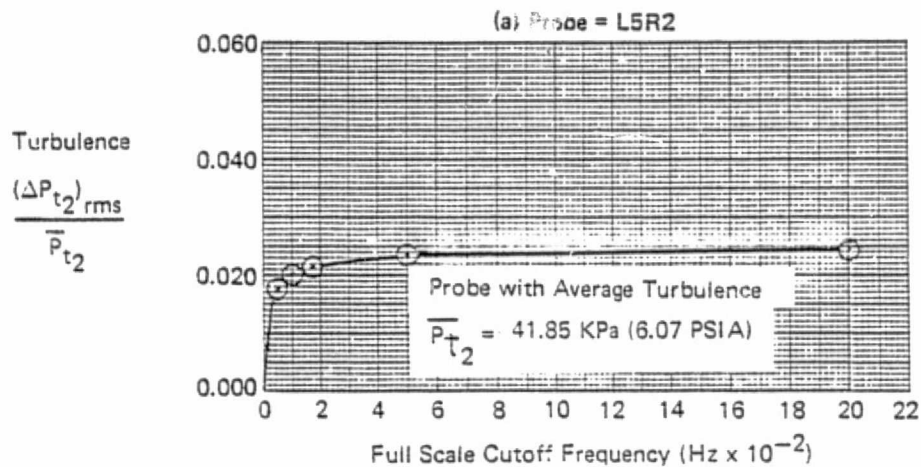


FIGURE F-39
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, WAT2 = 63.1%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 227/7 IDENT. 79 FREQUENCY RANGE = 6 - 2024 Hz
 THE SEGMENT START TIME WAS AT 20:27:47.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0774 (120.0)	63.1%	-25.0

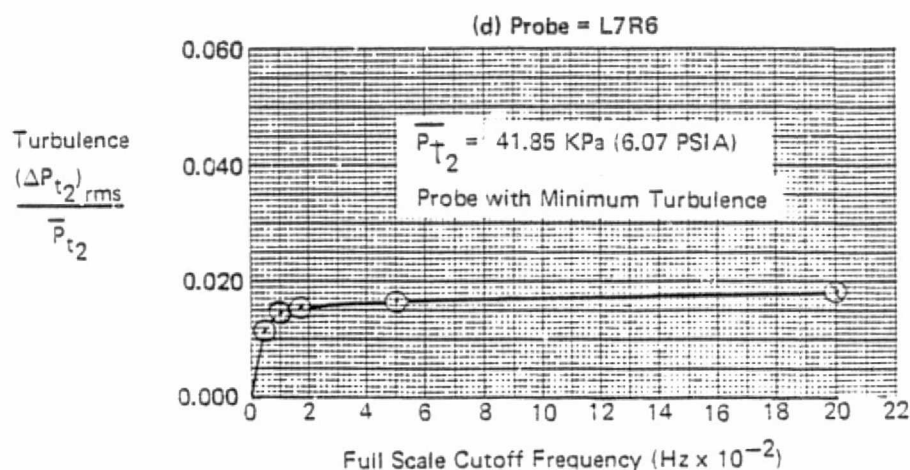
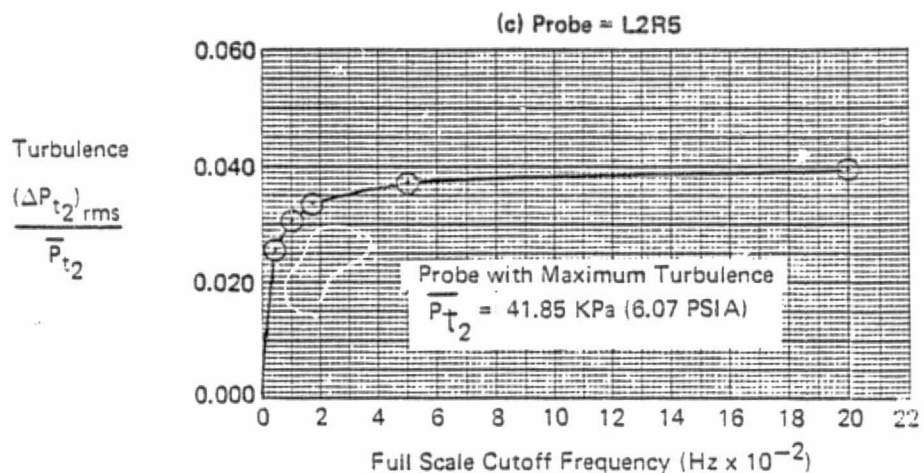


FIGURE F-39 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5, \alpha = 0, \beta = 0, \text{ WAT2} = 63.1\%$

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 227/5 IDENT. 80 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:25:49.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0774 (120.0)	68.2%	-25.0

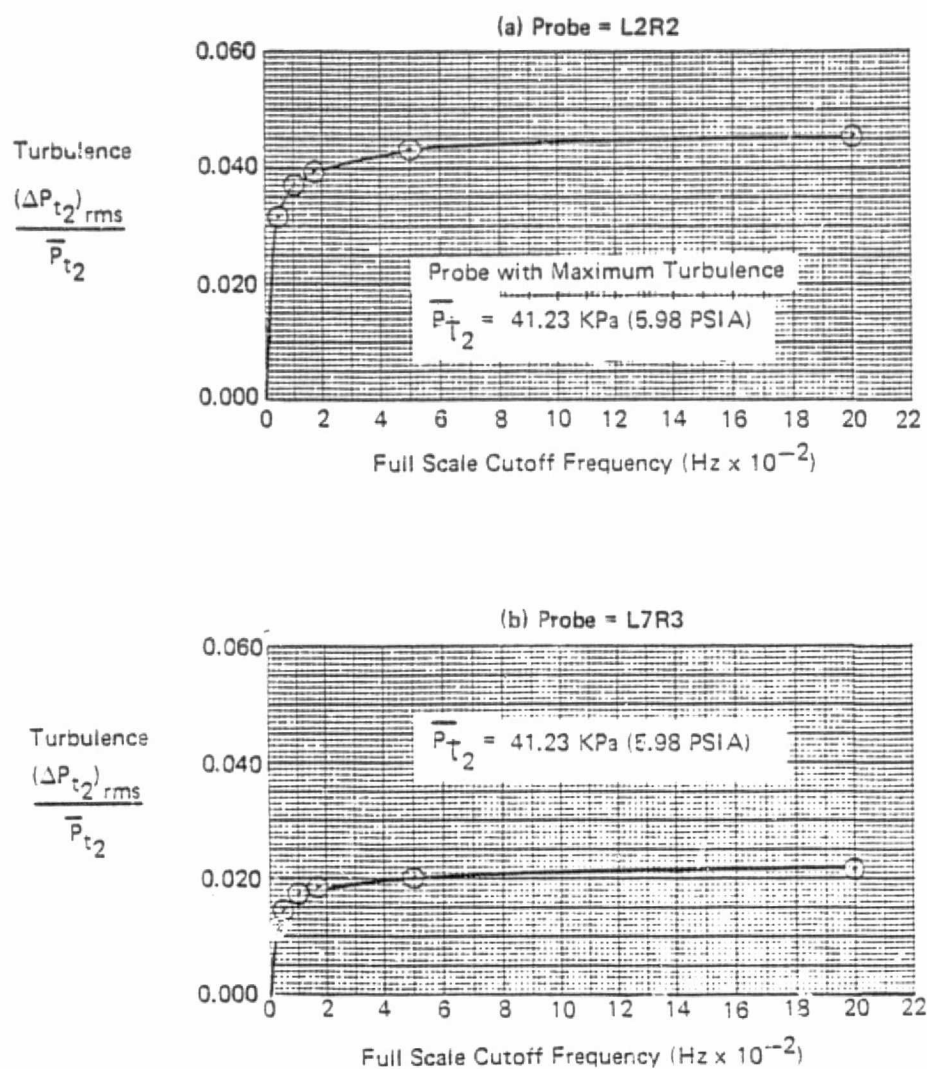


FIGURE F-40
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, WAT2 = 68.2%

SERIES VIII - NASA DATA STUDY

DATA PART/POINT 227/5 IDENT. 80 FREQUENCY RANGE = 6-12000 Hz
 THE SEGMENT START TIME WAS AT 20:25:49.000
 BANDWIDTH = 12.2 Hz RECORD LENGTH = 10.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0774 (120.0)	68.2%	-25.0

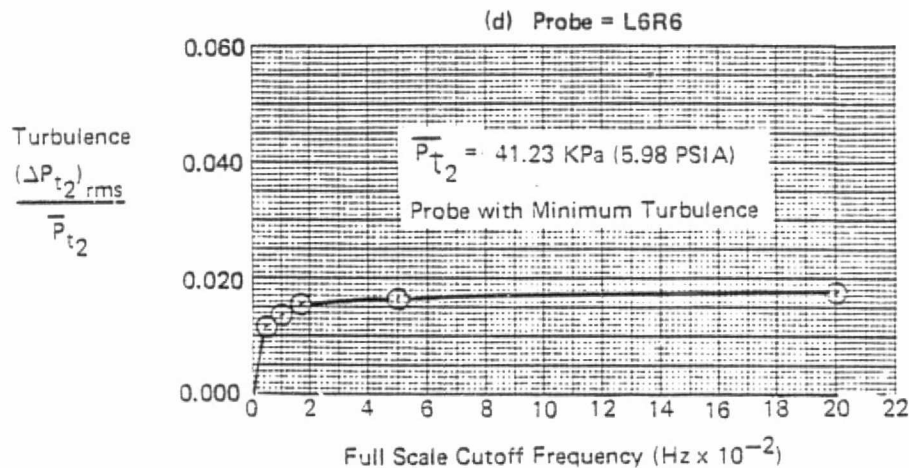
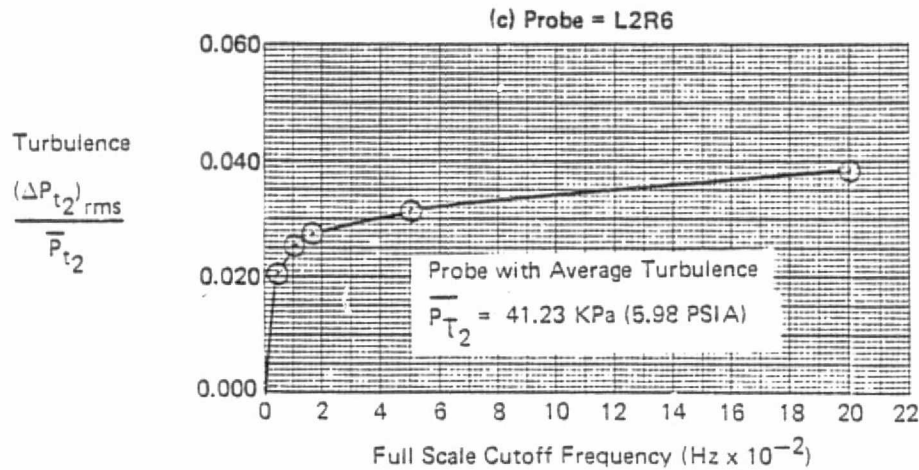


FIGURE F-40 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, $WAT2 = 68.2\%$

C-2

ORIGINAL PAGE
OF POOR QUALITY
ORIGINAL P
OF POOR C

FSCP - NASA DATA STUDY

DATA PART/POINT 465/8 IDENT. 81 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 03:23:40.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0781 (121.0)	62.8%	-25.0

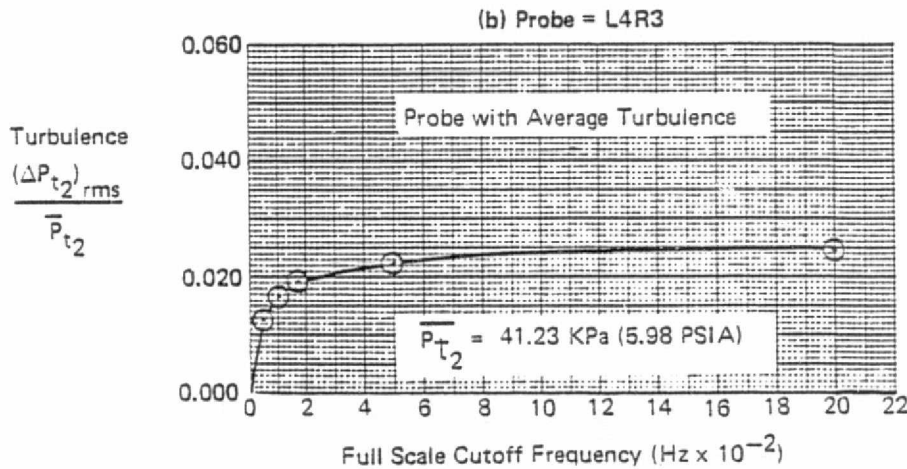
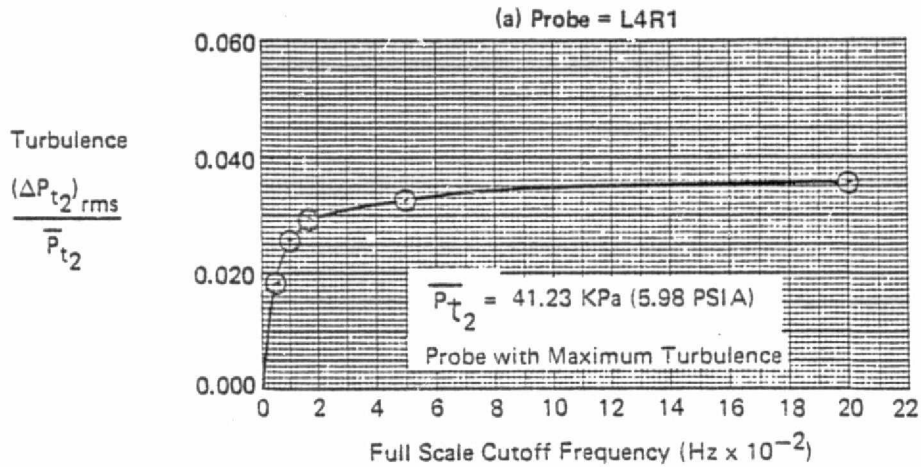


FIGURE F-41
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, $WAT2 = 62.8\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 465/8 IDENT. 81 FREQUENCY RANGE = 4 - 2024 Hz
THE SEGMENT START TIME WAS AT 03:23:40.000
BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0781 (121.0)	62.8%	-25.0

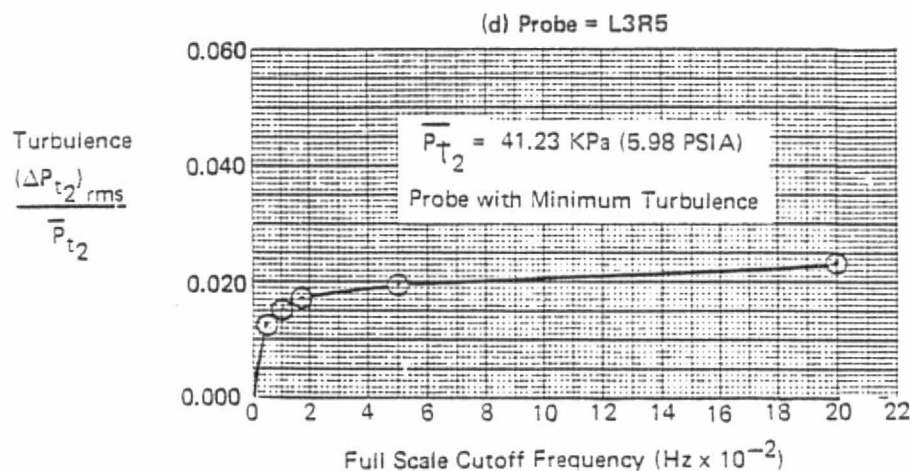
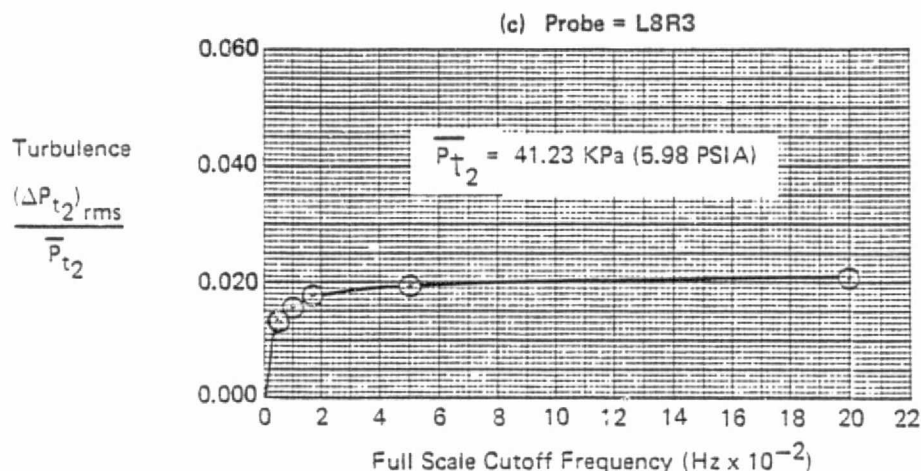


FIGURE F-41 (Continued)
EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, $WAT2 = 62.8\%$

FSCP - NASA DATA STUDY

DATA PART/POINT 465/5 IDENT. 82 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 03:21:04.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0781 (121.0)	68.9%	-25.0

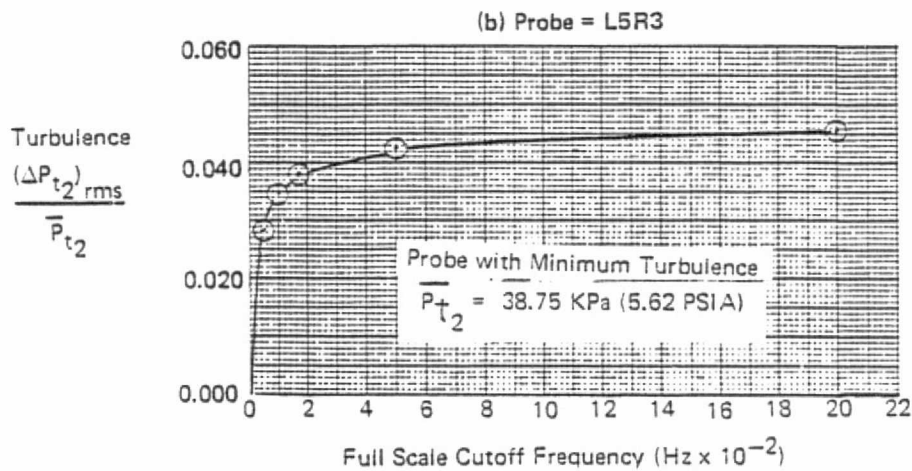
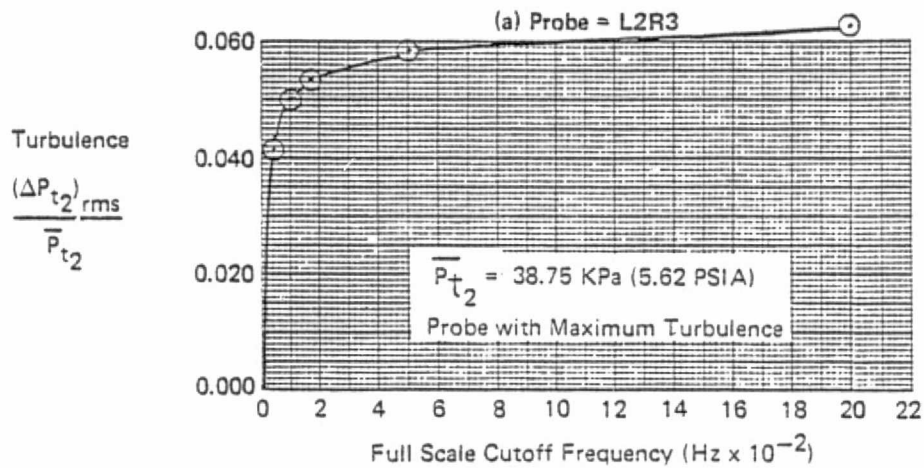


FIGURE 42
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, WAT2 = 68.9%

FSCP - NASA DATA STUDY

DATA PART/POINT 465/5 IDENT. 82 FREQUENCY RANGE = 4 - 2024 Hz
 THE SEGMENT START TIME WAS AT 03:21:04.000
 BANDWIDTH = 7.9 Hz RECORD LENGTH = 13.0 SECONDS

MACH	ALPHA	BETA	RHO	DELTA3	BYPASS	WAT2	CIVV
2.5	0	0	-4.0	26.0	.0781 (121.0)	68.9%	-25.0

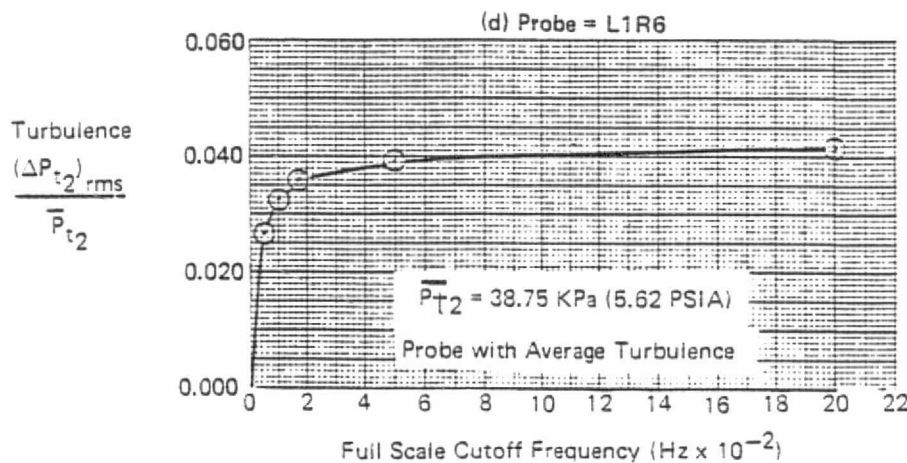
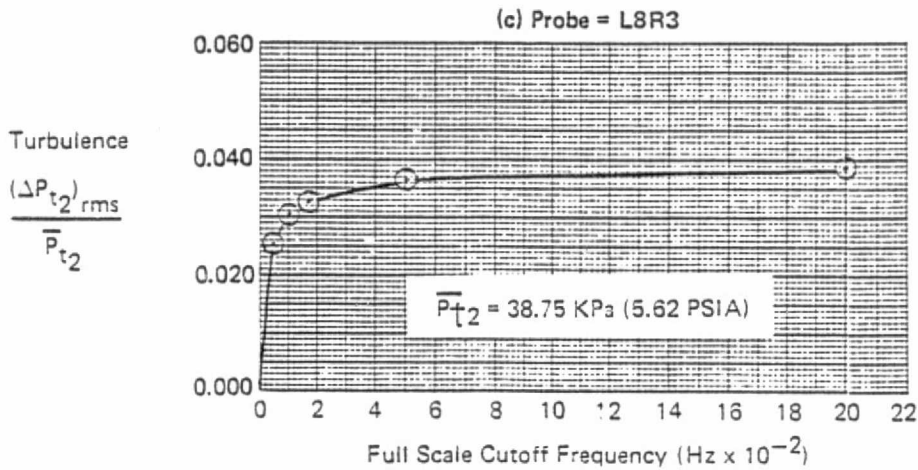


FIGURE F-42 (Continued)
 EFFECT OF FILTER CUTOFF FREQUENCY ON TURBULENCE FOR
 $M_0 = 2.5$, $\alpha = 0$, $\beta = 0$, WAT2 = 68.9%

ORIGINAL PAGE IS
 OF POOR QUALITY